

NAComatic

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4R7 - 100

5F4 - 125

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ASD - 304

BAD - 71

BQP - 49

BTR - 54

BXA - 66

CWF - 152

DRI - 95

DTN - 289

ESF - 44

F24 - 183

F88 - 142

GAO - 110

HDC - 118

HUM - 129

HZR - 253

IER - 200

L38 - 114

L39 - 170

L83 - 320

LCH - 158

LFT - 144

M79 - 274

MKV - 179

MLU - 189

MSY - 212

NBG - 233

NEW - 242

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LA Mins - Radar #4	-	9	WELSH	6R1	-	327
LA Mins - Take-Off #4	-	17	WINNFIELD	0R5	-	329

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ALEXANDRIA	AEX	-	34
ALEXANDRIA	ESF	-	44
BASTROP	BQP	-	49
BATON ROUGE	BTR	-	54
BOGALUSA	BXA	-	66
BOSSIER CITY	BAD	-	71
BUNKIE	2R6	-	85
DE QUINCY	5R8	-	90
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EUNICE	4R7	-	100
FORT POLK	POE	-	105
GALLIANO	GAO	-	110
GONZALES	L38	-	114
HAMMOND	HDC	-	118
HOMER	5F4	-	125
HOUMA	HUM	-	129
JENNINGS	3R7	-	139
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NEW ORLEANS	NBG	-	233
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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALEXANDRIA, LA

ESLER RGNL RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

BASTROP, LA

MOREHOUSE

MEMORIAL RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:

RYAN FIELD ILS or LOC Rwy 13¹²
ILS or LOC Rwy 22R¹²⁴

NDB Rwy 31²³

RADAR-1²

RNAV (GPS) Rwy 4L⁴

RNAV (GPS) Rwy 13⁴

RNAV (GPS) Rwy 22R⁴

RNAV (GPS) Rwy 31⁴

VOR Rwy 4L³

¹ILS, Category D, 700-2.

²NA when control tower closed.

³Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

⁴NA when local weather not available.

BAY ST LOUIS, MS

STENNIS INTL ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

BOGALUSA, LA

GEORGE R CARR MEMORIAL

AIR FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE

RGNL ILS or LOC Rwy 18¹
LOC/DME Rwy 36

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

¹NA when control tower closed.

CORINTH, MS

ROSCOE TURNER ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

DE RIDDER, LA

BEAUREGARD RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD

MILLER JR LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

GREENVILLE, MS

MID DELTA RGNL ILS or LOC Rwy 18L¹
NDB Rwy 36L¹
NDB Rwy 36R¹
RNAV (GPS) Rwy 18L²
RNAV (GPS) Rwy 18R²
RNAV (GPS) Rwy 36L²
RNAV (GPS) Rwy 36R²
VOR/DME Rwy 18L²
VOR/DME Rwy 18R²

¹NA when control tower closed.

²NA when local weather not available.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

GREENWOOD, MS

GREENWOOD-LEFLORE . ILS or LOC Rwy 18¹
VOR Rwy 5²

¹ILS, Categories C,D, 700-2.

²Category D, 800-2¼.

GULFPORT, MS

GULFPORT-BILOXI

INTL ILS or LOC Rwy 14¹²
ILS or LOC/DME Rwy 32¹²

RADAR-1²⁴

RNAV (GPS) Rwy 14³

RNAV (GPS) Rwy 18³

RNAV (GPS) Rwy 32³

RNAV (GPS) Rwy 36³

VOR/DME or TACAN Rwy 14⁴

VOR/DME or TACAN Rwy 32⁴

¹ILS, Categories B,C,D, 700-2; Category E,
800-2¼. LOC, Category E, 800-2¼.

²NA when control tower closed.

³NA when local weather not available.

⁴Category E, 800-2¼.

HAMMOND, LA

HAMMOND NORTHSORE

RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN

MUNI RNAV (GPS) Y Rwy 13
RNAV (GPS) Z Rwy 13
VOR Rwy 13¹

NA when local weather not available.

¹Categories A, B, 1900-2; Categories C, D,
1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL

RGNL ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HOUMA, LA

HOUMA-

TERREBONNE Copter VOR/DME 12¹
ILS or LOC Rwy 18¹²³
RNAV (GPS) Rwy 12¹⁴
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 30¹
RNAV (GPS) Rwy 36¹
VOR/DME Rwy 30¹
VOR Rwy 12¹²⁴

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Category D, 700-2.

⁴Category D, 800-2¼.

JACKSON, MS

HAWKINS FIELD ILS or LOC Rwy 16¹
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

¹NA when control tower closed.

JACKSON-EVERS

INTL ILS or LOC Rwy 34L¹²
RADAR-1¹
RNAV (GPS) Rwy 16L³
RNAV (GPS) Rwy 16R³
RNAV (GPS) Rwy 34L³
RNAV (GPS) Rwy 34R³

¹NA when control tower closed.

²ILS, Category E, 700-2¼. LOC, Category E,
800-2¼.

³NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE

RGNL ILS or LOC/DME Rwy 4R¹³
ILS or LOC Rwy 22L²³
RNAV (GPS) Rwy 4R¹
RNAV (GPS) Rwy 22L¹
RNAV (GPS) Rwy 29¹

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ILS or LOC Rwy 15¹²
RNAV (GPS) Rwy 33³
VOR Rwy 33¹²

¹NA when control tower closed.

²Category E, 900-3.

³NA when local weather not available.

LAKE CHARLES RGNL ILS or LOC Rwy 15
LOC BC Rwy 33

NA when control tower closed.

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NAME ALTERNATE MINIMUMS

SULPHUR, LA

SOUTHLAND FIELD LOC Rwy 15
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH RGNL LOC Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI ILS or LOC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNL ILS or LOC Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

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RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 10042 USAF) **ELEV 166**
RADAR¹ - (E) 118.6 119.9 125.1 350.2 335.55

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR ²	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR ³	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

¹Opr 1200-0500Z++. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ³Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) **ELEV 70**
BATON ROUGE METROPOLITAN: RYAN FIELD
RADAR - 120.3 278.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	31		ABCD	440-1¼	371	(400-1¼)				
	13		ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
	22R		ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
			D	620-1¼	551	(600-1¼)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)
			D	680-2	610	(700-2)				

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

RADAR INSTRUMENT APPROACH MINIMUMS

DE RIDDER, LA

Orig-A, April 8, 2010 (FAA)

ELEV 202

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ▲ NA

			DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	36	A	760 -1	563 (600-1)	B	760 -1½	563 (600-1½)		
		C	760 -1½	563 (600-1½)				D	760 -2
	18	A	720 -1	518 (600-1)	B	720 -1½	518 (600-1½)		
		C	720 -1½	518 (600-1½)				D	720 -2
CIRCLING		A	760 -1	558 (600-1)	B	760 -1½	558 (600-1½)		
		C	760 -1½	558 (600-1½)				D	780 -2

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	32		ABC	440 /40	412 (500-¾)		DE	440 /50	412 (500-1)
			AB	440 /24	413 (500-½)		C	440 /40	413 (500-¾)
			DE	440 /50	413 (500-1)				
CIRCLING			A	500 -1	472 (500-1)		B	660 -1	632 (700-1)
			C	660 -1¾	632 (700-1¾)		D	660 -2	632 (700-2)
			E	820 -2¾	792 (800-2¾)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL

RADAR- 123.9 317.7 ▽ ▲

			DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	16R	GS/TCH/RPI	CAT						
			AB	740 -1	421 (500-1)	CD	740 -1½	421 (500-1¼)	
			E	740 -1½	421 (500-1½)				
	16L		AB	740 /24	429 (500-½)	C	740 /40	429 (500-¾)	
			DE	740 /50	429 (500-1)				
	34L		AB	800 /24	472 (500-½)	C	800 /40	472 (500-¾)	
			D	800 /50	472 (500-1)	E	800 /60	472 (500-1¼)	
			AB	820 /50	474 (500-1)	C	820 /60	474 (500-1¼)	
	34R		D	820 -1½	474 (500-1½)	E	820 -1¼	474 (500-1¾)	
CIRCLING			A	840 -1	494 (500-1)	B	880 -1	534 (600-1)	
			C	880 -1½	534 (600-1½)	D	900 -2	554 (600-2)	
			E	940 -2	594 (600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.

Category E S-34L visibility increased ½ mile for inoperative MALSR.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (10266 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR ¹	32		A	1120 -1	581 (600-1)
			B	1120 -1¼	581 (600-1¼)
			C	1120 -1½	581 (600-1½)
			DE	1120 -2	581 (600-2)
CIR ¹	All Rwy		A	1120 -1	581 (600-1)
			B	1120 -1¼	581 (600-1¼)
			C	1120 -1½	581 (600-1½)
			D	1120 -2	581 (600-2)
			E	1160 -2¼	621 (700-2¼)

¹Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		ABC	400 -1	358 (400-1)	D	400 -1¼	358 (400-1¼)
			AB	480 -1	440 (500-1)			
			D	480 -1½	440 (500-1½)			
	4R		AB	560 -1	518 (600-1)	C	560 -1½	518 (600-1½)
			D	560 -1¼	518 (600-1¼)			
CIRCLING	11		A	560 -1	517 (600-1)	B	580 -1	537 (600-1)
			C	580 -1½	537 (600-1½)			
			D	660 -2	617 (700-2)			

When control tower closed, ASR NA.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

CHENNAULT INTL

RADAR - 119.8 282.3  NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	33		AB	540 -1	523 (600-1)	C	540 -1½	523 (600-1½)
			DE	540 -1¾	523 (600-1¾)			
	15		AB	560 -½	544 (600-½)	C	560 -1	544 (600-1)
			D	560 -1¼	544 (600-1¼)	E	560 -1½	544 (600-1½)
CIRCLING			AB	580 -1	563 (600-1)	C	580 -1½	563 (600-1½)
			D	580 -2	563 (600-2)	E	880 -3	863 (900-3)

LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS

ASR	33	AB	540 -1	523 (600-1)	C	540 -1½	523 (600-1½)
		DE	540 -1¾	523 (600-1¾)			
	15	AB	580 -½	564 (600-½)	C	580 -1	564 (600-1½)
		D	580 -1¼	564 (600-1¼)	E	580 -1½	564 (600-1½)
CIRCLING		AB	600 -1	583 (600-1)	C	600 -1½	583 (600-1½)
		D	600 -2	583 (600-2)	E	900 -3	883 (900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.

Procedure not available when Lake Charles Approach Control closed.


For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

LAKE CHARLES RGNL

RADAR - 119.35 353.75 

				HAT/ HAA CEIL-VIS						HAT/ HAA CEIL-VIS	
	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS			CAT	DA/ MDA-VIS			CAT	DA/ MDA-VIS
ASR	5	ABC	380 -1	366	(400-1)	D	380 -1¼	366	(400-1¼)		
	33	ABC	380 -¾	368	(400-¾)	D	380 -1¼	368	(400-1¼)		
	23	AB	440 -1	425	(500-1)	CD	440 -1¼	425	(500-1¼)		
	15	AB	440 /24	428	(500-½)	C	440 /40	428	(500-¾)		
		D	440 /50	428	(500-1)						
CIRCLING	A		440 -1	425	(500-1)	B	480 -1	465	(500-1)		
	C		480 -1½	465	(500-1½)	D	580 -2	428	(500-2)		

When control tower closed, procedure NA.

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (10098 USN)

ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 ▽

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			
	19L ²	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L ³	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS ¹	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L ⁴		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L ⁵		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L ⁶		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L ⁷		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy ⁸		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

¹No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time.²When ALS inop, increase vis All CAT to ½ mile. ³When ALS inop, increase vis All CAT to ¾ mile.⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.⁵When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles.⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.⁸When circling from PAR W/O GS Rwy 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	22		ABCD	480-1	402	(500-1)					
	4		ABC	560/40	482	(500-¾)	D	560/50	482	(500-1)	
	CIRCLING		AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)	
			D	640-2	561	(600-2)					

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	10		ABC	340/24	336	(400-½)	D	340/50	336	(400-1)	
	28		ABC	400/40	397	(400-¾)	D	400/50	397	(400-1)	
	19		ABCD	420/60	420	(500-1¼)					
	CIRCLING		AB	520-1¼	516	(600-1¼)	C	520-1½	516	(600-1½)	
			D	580-2	576	(600-2)					

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N6

RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR^{1 2 13} - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ ELEV 2

				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	4 ³	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22 ⁴	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O	4 ⁵		ABC	380-½	381	(400-½)
GS			DE	380-¾	381	(400-¾)
	22 ⁶		ABCDE	300-1	301	(400-1)
ASR	4 ⁷		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 ⁸		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32 ⁹		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR ^{10 11 12}	All Rwy		AB	480-1	478	(500-1)
			C	520-1½	518	(600-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

¹No-NOTAM preventive maint Mon 1300-1800Z++. ²Outside of afld opr hr, civ acft transiting CL D airspace, etc ATC on 123.8 for clnc. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis Cat CDE to 1 mile. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁸When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

⁹Procedure not authorized at night. ¹⁰CAT E circling not authorized NW of Rwy 4-22. ¹¹Night circling not authorized to Rwy 32. ¹²When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. ¹³GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)

ELEV 329

RADAR - (E) 123.7 261.3  NA Opr 1400-0600Z + + exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA)

ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 

<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS
ABERDEEN/AMORY, MS
MONROE COUNTY

NOTE: **Rwy 18**, pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA
ALEXANDRIA INTL

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from departure end of runway, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS
ALEXANDRIA, LA (CON'T)
ESLER RGNL (ESF)
AMDT 2 10098 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA
MOREHOUSE MEMORIAL

NOTE: **Rwy 34**, powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS
PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19**, 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 800 before turning left. **Rwy 19**, climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1**, multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19**, pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA
**BATON ROUGE METROPOLITAN, RYAN
FIELD (BTR)**

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22R**, 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 22L**, climb heading 220° to 2000 before proceeding on course. **Rwy 22R**, climb heading 220° to 2000 before proceeding on course.

NOTE: **Rwy 4L**, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL. Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL. Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL. Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL. Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL. Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL. Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL. Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL. Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL. Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL. Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL. **Rwy 22L**, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL. Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL. Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL. **Rwy 22R**, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL. Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL. Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL. Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL. Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL. Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL. **Rwy 31**, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL. Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL. Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL. Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL. Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL. Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

NOTE: CAUTION. Unmarked balloon and cable to 15000 in R-3807. **Rwy 4L**, 209°/51.4 NM. **Rwy 4R**, 209°/51.2 NM. **Rwy 13**, 209°/50.7 NM. **Rwy 22L**, 209°/50.6 NM. **Rwy 22R**, 209°/50.3 NM. **Rwy 31**, 208°/50.9 NM.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD
(BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36**, trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN

NOTE: **Rwy 15**, trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33**, road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18**, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36**, trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles. DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36**, 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....10266

Rwy 13R/31L: Cross DER at least 35' AGL.

DEPARTURE PROCEDURE: **Rwy 13C**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway. **Rwy 31C**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway. **Rwy 13L**, Standard with minimum climb of 220 ft/NM to 700 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway. **Rwy 31R**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1/4 or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKE-OFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R**, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C**, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L**, Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R**, Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18**, tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36**, tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DERIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

ORIG 10070 (FAA)

NOTE: **Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL. **Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR

(GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb runway heading to 800 before turning.

NOTE: **Rwy 27**, 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31**, climb to 700 before turning on course. **Rwys 13, 22**, climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.



HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning east.

NOTE: **Rwy 36**, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12**, road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30**, trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning East. **Rwy 36**, climb heading 360° to 800 before turning East.

NOTE: **Rwy 18**, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36**, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

JACKSON, MS

HAWKINS FIELD (HKS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 115° to 900 before proceeding on course. **Rwy 16**, climb heading 159° to 1400 before turning right. **Rwy 29**, climb heading 295° to 1400 before turning left. **Rwy 34**, climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16**, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29**, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34**, terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.





10266

JACKSON, MS (CON'T)

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R**, 300-1 or std. with a min. climb of 280' per NM to 700.**JENNINGS, LA**

JENNINGS (3R7)

AMDT 2A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 393' per NM to 300. **Rwys 17, 35**, NA.NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **51Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.**KEESLER AFB (KBIX)**

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.**KOSCIUSKO, MS**

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14**, trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from departure end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.**LAFAYETTE, LA**

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION**: Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L**, 141'/29NM, **Rwy 4R**, 140'/28.8NM, **Rwy 11**, 141'/29.5NM, **Rwy 22L**, 143'/29.2NM, **Rwy 22R**, 142'/29.2NM, **Rwy 29**, 142'/28.8NM.NOTE: **Rwy 4L**, fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL. Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R**, multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11**, multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL.**Rwy 22L**, multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R**, tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to 103' AGL/142' MSL. **Rwy 29**, multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.**LAKE CHARLES, LA**

CHENNAULT INTL (CWF)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1¼ or std. w/min. climb of 205' per NM to 300. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.NOTE: **Rwy 15**, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL. Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL. **Rwy 33**, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL. Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL. Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.**LAKE PROVIDENCE, LA**

BYERLEY

NOTE: **Rwy 17**, tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.**LAUREL, MS**

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

10266



SC-4

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-2 or std. w/ min. climb of 267' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.

NOTE: **Rwy 17**, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL. **Rwy 35**, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL. Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30**, trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS

FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15**, trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22**, 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1**, antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4**, stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19**, antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL.

Rwy 22, numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD)

(KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*

Rwy 19R, 600-2**

* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R**: Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L**: Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R**: Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10**: Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from departure end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¼ or std. w/ a min. climb of 336' per NM to 600.

NOTE: **Rwy 17**, building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25**, tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16**, 138/17.2 NM. **Rwy 34**, 136/17.2 NM.

NOTE: **Rwy 16**, trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R**, climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9**, climb to 1500 before turning right, or comply with RADAR vectors.





NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy 1**, multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45' AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6**, multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10**, obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19**, vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24**, obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28**, tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 044° CW 314°. **Rwy 32**, Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4**: Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14**: Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32**: Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18**, road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18**, trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 350' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 236' per NM to 400.
NOTE: **Rwy 18**, tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.





OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1½ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6**, 290°/17.6 NM. **Rwy 24**, 287°/18.2 NM.

NOTE: **Rwy 24**, tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30**, climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30**, pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17**, Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35**, trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23**, terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14**, multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18**, multiple trees beginning 52' from departure end of runway, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/ 265' MSL. **Rwy 18**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18**, tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17**, trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35**, trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1**, trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 400-1¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36**, railroad track beginning 50' from departure end of runway, on centerline, 23' AGL/232' MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

ABBEVILLE CHRIS CRUSTA MEM (ØR3) 3 E UTC-6(-5DT) N29°58.55' W92°05.05'

HOUSTON

16 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE DRI

H-7D, L-21B, 22E, GOMC

RWY 15-33: H5000X75 (ASPH) S-17 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Fence.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended daylight hours. TPA for fixed wing 1001(985), helicopter 501(485) within 3 miles of arpt and ultralight 301(285). Rwy 15-33 has some small cracks. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset on low intensity dusk to dawn, to increase intensity ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (337) 892-0526.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GCO 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

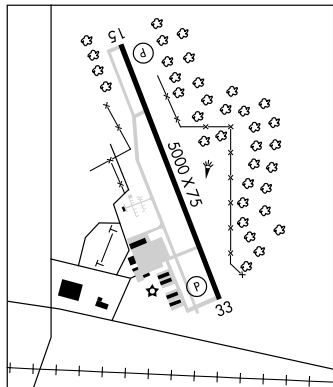
⑤ LAFAYETTE APP/DEP CON 121.1 (1130-0430Z)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

W91°59.55' 197° 13.9 NM to fld. 36/3E. HIWAS.

**ACADI** N29°57.38' W91°51.80' NOTAM FILE ARA.

HOUSTON

NDB (MHW/LOM) 269 AR 345° 5.0 NM to Acadiana Rgnl.

L-21B, 22E, GOMC

ACADIANA RGNL (See NEW IBERIA)**ALEXANDRIA****ALEXANDRIA INTL** (AEX) 4 W UTC-6(-5DT) N31°19.64' W92°32.91'

HOUSTON

89 B S4 FUEL 100, JET A, MOGAS OX 2, 4 Class I, ARFF Index D

H-6I, L-21B, 22E

NOTAM FILE AEX

IAP, AD

RWY 14-32: H9352X150 (CONC-GRVD) S-81, D-180, 2S-175, 2D-330, 2D/2D2-850 HIRL

RWY 14: SSALR. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 18-36: H7001X150 (ASPH-CONC-GRVD) S-75, D-130, 2S-165, 2D-191, 2D/2D2-502 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 61'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 18: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

RWY 32: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 36: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

AIRPORT REMARKS: Attended continuously. Extensive helicopter t/c during military exercises. Center 75' of first 3000' of Rwy 18 is concrete, remainder is asphalt. Rwy 18-36 center 1800' at intersection with Rwy 14-32 in fair condition due to Raveling. Locked wheel and sharp turns prohibited on asph surfaces. Light acft frequently cross apch zones to Rwy 14-32 b/c 2000' MSL. Commercial and lifeguard acft only on Commercial Terminal Ramp, all other acft utilize Twy A to FBO. Twy G clsd indef. Twy E clsd indef. Twy F clsd indef.

WEATHER DATA SOURCES: ASOS 123.975 (318) 442-6583. HIWAS 116.1 AEX**COMMUNICATIONS:** CTAF 127.35

⑤ POLK APP/DEP CON 125.4

TOWER 127.35 GND CON 121.9 CLNC DEL 121.9

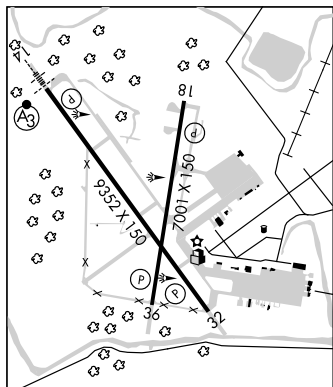
RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

(H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 327° 4.9 NM to fld. 80/3E. HIWAS.

DME portion unusable 285°-245° byd 35 NM b/c 1700', 245°-285° byd 35 NM b/c 1900'.

ILS 110.1 I-ERJ Rwy 14. Class 1T.

PAR

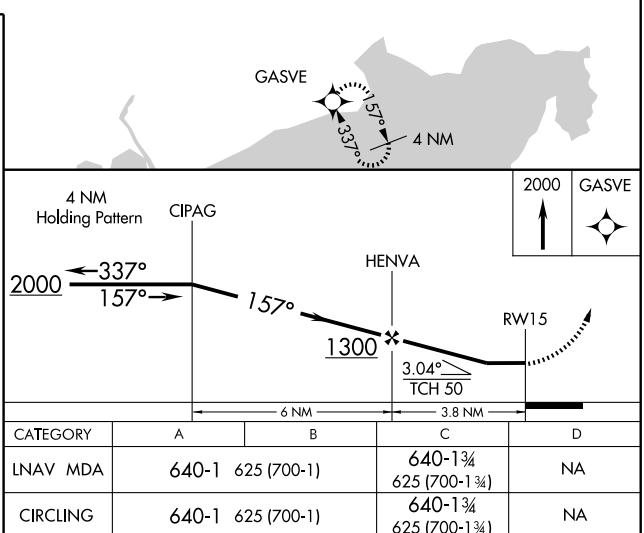
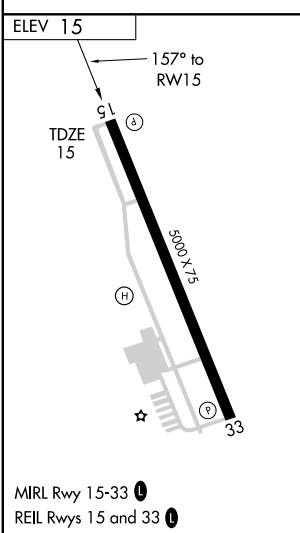
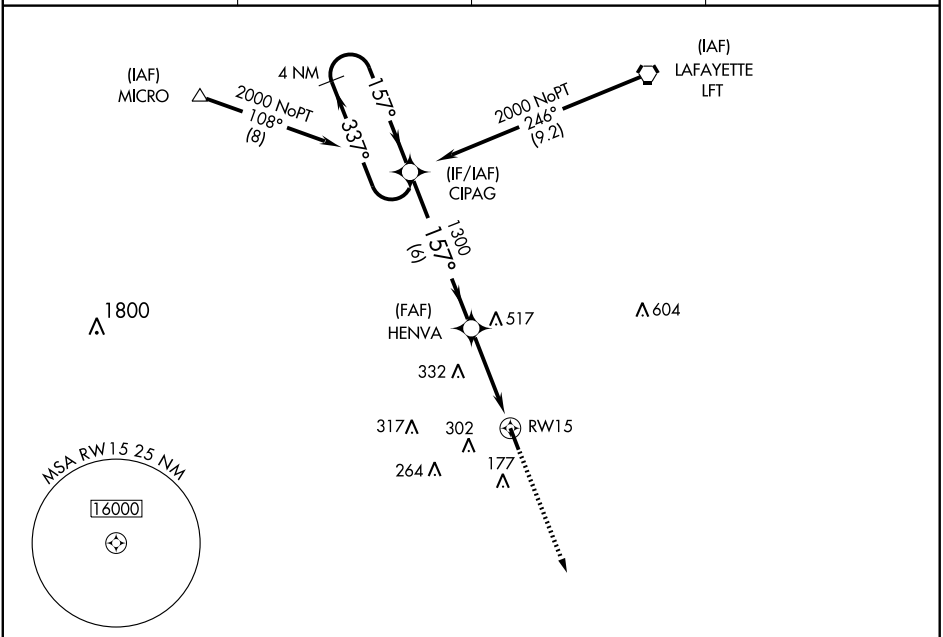
COMM/NAV/WEATHER REMARKS: Multicom frequency 130.0 avbl.

RNAV (GPS) RWY 15

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

APP CRS 157°	Rwy Idg 5000 TDZE 15 Apt Elev 15
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NA	DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct GASVE and hold.	
AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) Ø



APP CRS 337°	Rwy Idg TDZE 15 Apt Elev 15
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RNAV (GPS) RWY 33 ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

NA DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

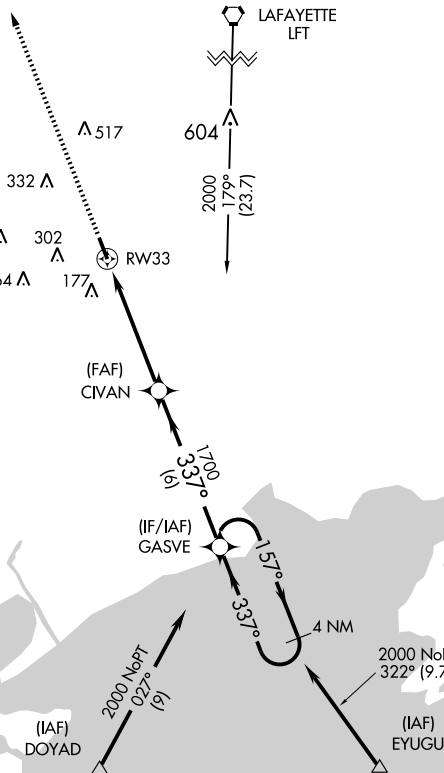
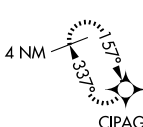
AWOS-3
118.875

LAFAYETTE APP CON ★
121.1 268.7

GCO
135.075

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



MSA RW33 25 NM

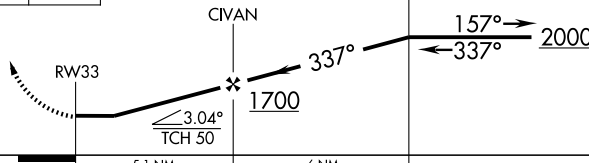
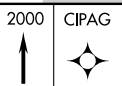
16000

ELEV 15



MIRL Rwy 15-33 0

REIL Rwy 15 and 33 0



CATEGORY	A	B	C	D
LNAV MDA	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1	625 (700-1)	640-1¾ 625 (700-1¾)	NA

VORTAC LFT <u>109.8</u> Chan 35	APP CRS 197°	Rwy Idg TDZE Apt Elev	N/A N/A 15
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VOR/DME-A

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

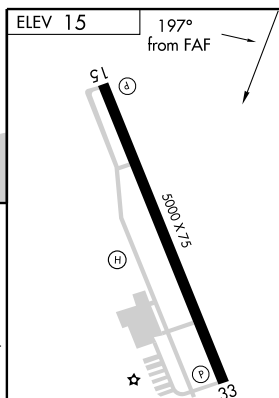
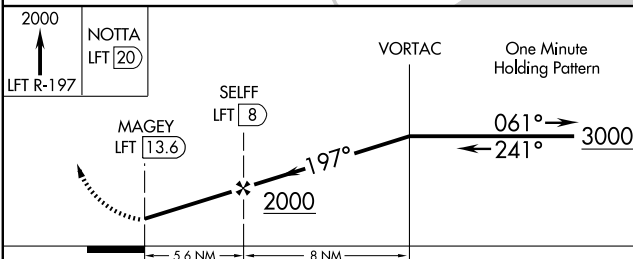
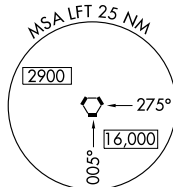
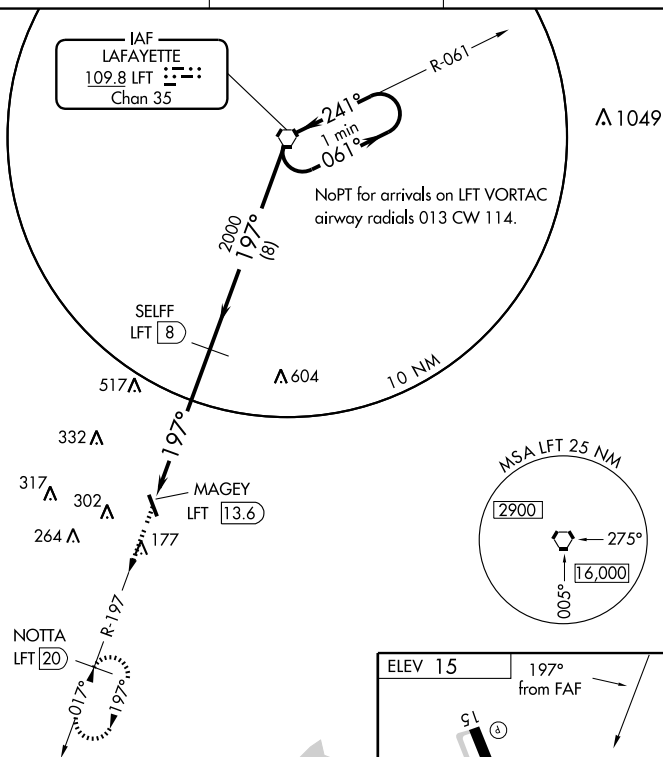
▲ NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/
LFT 20 DME and hold.

AWOS-3
118,875

LAFAYETTE APP CON ★
121.1 268.7

GCO
135.075

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B
CIRCLING	640-1	625 (700-1)

C
640-13/4
625 (700-13/4)

D
NA

MIRL Rwy 15-33 **L**
REIL Rwy 15 and 33 **L**

VORTAC LFT 109.8 Chan 35	APP CRS 017°	Rwy Idg TDZE Apt Elev	N/A N/A 15
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VOR/DME-B

ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

▲ NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

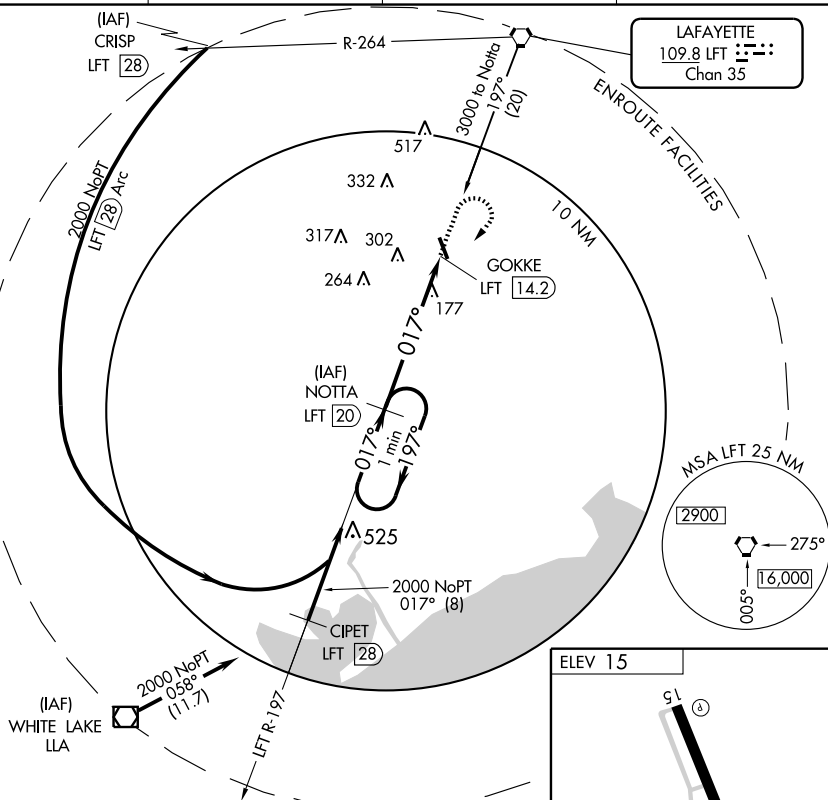
MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3
118.875

LAFAYETTE APP CON ★
121.1 268.7

GCO
135.075

UNICOM
122.8 (CTAF) **①**



One Minute
Holding Pattern

2000 ← 197°
017° →

NOTTA
LFT 20

1000

2000

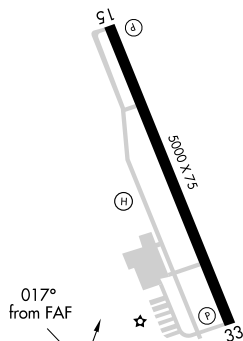
NOTTA
LFT 20

LFT R-197

GOKKE
LFT 14.2

5.8 NM

ELEV 15



CATEGORY	A	B	C	D
CIRCLING	640-1	625 (700-1)	640-1 3/4 625 (700-1 3/4)	NA

10210

AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA

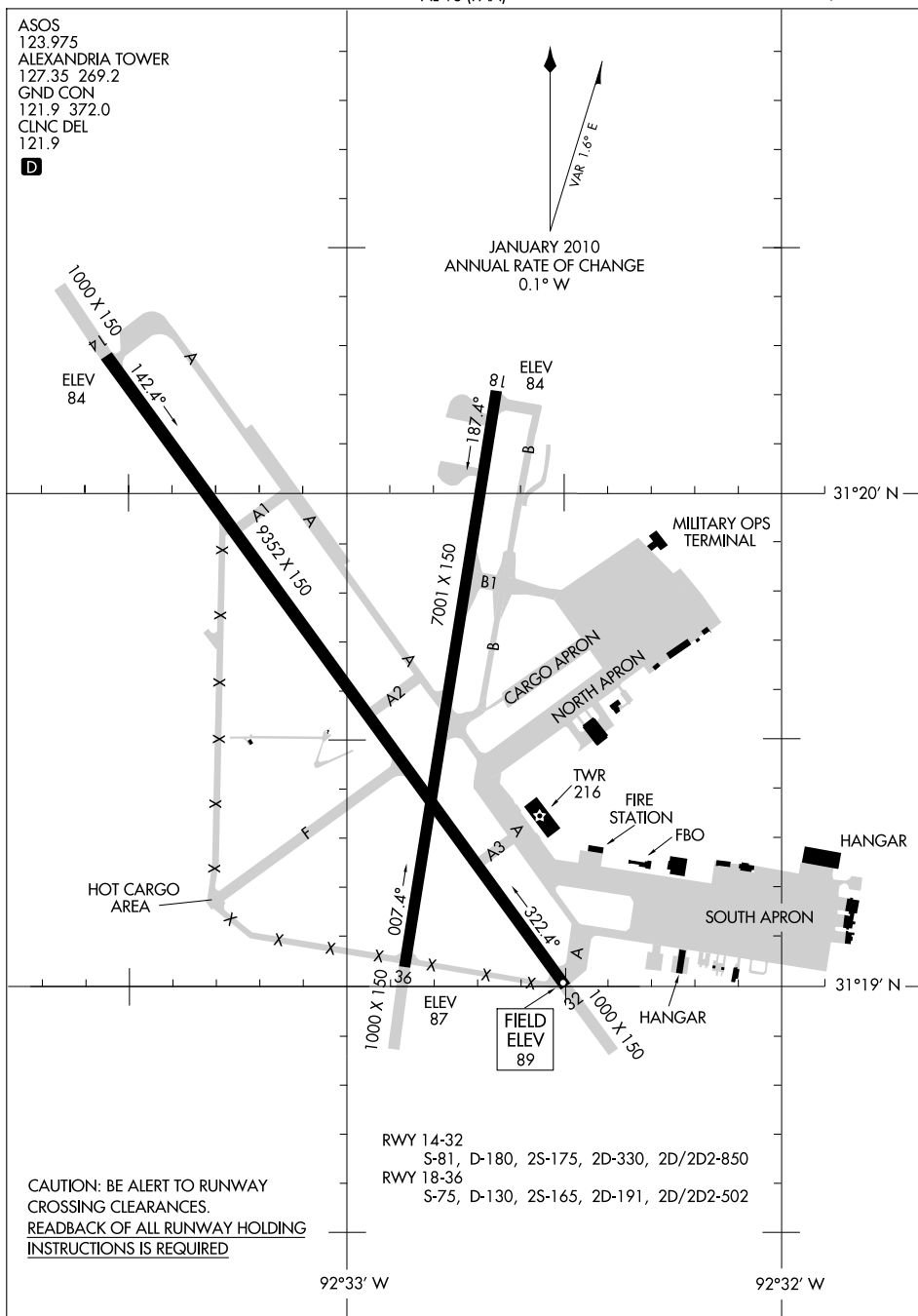
ASOS
123.975
ALEXANDRIA TOWER
127.35 269.2
GND CON
121.9 372.0
CLNC DEL
121.9



VAR 1.6° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

ALEXANDRIA, LOUISIANA
ALEXANDRIA INTL (AEX)

10210

ABBEVILLE CHRIS CRUSTA MEM (ØR3) 3 E UTC-6(-5DT) N29°58.55' W92°05.05'

HOUSTON

16 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE DRI

H-7D, L-21B, 22E, GOMC

RWY 15-33: H5000X75 (ASPH) S-17 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Fence.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended daylight hours. TPA for fixed wing 1001(985), helicopter 501(485) within 3 miles of arpt and ultralight 301(285). Rwy 15-33 has some small cracks. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset on low intensity dusk to dawn, to increase intensity ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (337) 892-0526.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GCO 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

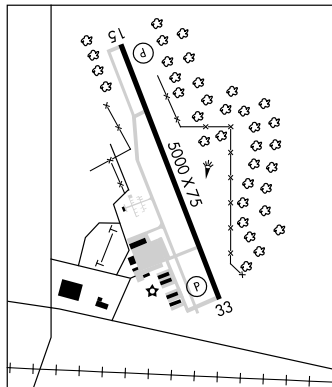
⑧ LAFAYETTE APP/DEP CON 121.1 (1130-0430Z)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

W91°59.55' 197° 13.9 NM to fld. 36/3E. HIWAS.

**ACADI** N29°57.38' W91°51.80' NOTAM FILE ARA.

HOUSTON

NDB (MHW/LOM) 269 AR 345° 5.0 NM to Acadiana Rgnl.

L-21B, 22E, GOMC

ACADIANA RGNL (See NEW IBERIA)**ALEXANDRIA****ALEXANDRIA INTL** (AEX) 4 W UTC-6(-5DT) N31°19.64' W92°32.91'

HOUSTON

89 B S4 FUEL 100, JET A, MOGAS OX 2, 4 Class I, ARFF Index D

H-6I, L-21B, 22E

NOTAM FILE AEX

IAP, AD

RWY 14-32: H9352X150 (CONC-GRVD) S-81, D-180, 2S-175, 2D-330, 2D/2D2-850 HIRL

RWY 14: SSALR. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 18-36: H7001X150 (ASPH-CONC-GRVD) S-75, D-130, 2S-165, 2D-191, 2D/2D2-502 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 64'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 61'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 18: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

RWY 32: TORA-9352 TODA-9352 ASDA-9352 LDA-9352

RWY 36: TORA-7001 TODA-7001 ASDA-7001 LDA-7001

AIRPORT REMARKS: Attended continuously. Extensive helicopter t/c during military exercises. Center 75' of first 3000' of Rwy 18 is concrete, remainder is asphalt. Rwy 18-36 center 1800' at intersection with Rwy 14-32 in fair condition due to Raveling. Locked wheel and sharp turns prohibited on asph surfaces. Light acft frequently cross apch zones to Rwy 14-32 b/c 2000' MSL. Commercial and lifeguard acft only on Commercial Terminal Ramp, all other acft utilize Twy A to FBO. Twy G clsd indef. Twy E clsd indef. Twy F clsd indef.

WEATHER DATA SOURCES: ASOS 123.975 (318) 442-6583. HIWAS 116.1 AEX**COMMUNICATIONS:** CTAF 127.35

⑧ POLK APP/DEP CON 125.4

TOWER 127.35 GND CON 121.9 CLNC DEL 121.9

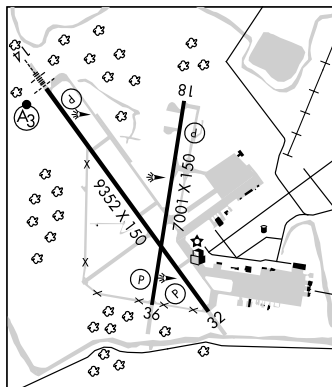
RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

(H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 327° 4.9 NM to fld. 80/3E. HIWAS.

DME portion unusable 285°-245° byd 35 NM b/c 1700', 245°-285° byd 35 NM b/c 1900'.

ILS 110.1 I-ERJ Rwy 14. Class 1T.

PAR

COMM/NAV/WEATHER REMARKS: Multicom frequency 130.0 avbl.

HOT SPOTS

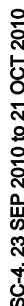
THERE ARE NO HOT SPOTS
FOR LOUISIANA
OR MISSISSIPPI

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

ILS or LOC/DME RWY 14
ALEXANDRIA INTL (AEX)

MISSED APPROACH: Climb to 4000 direct AEX VORTAC and via AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

CLNC DEL
121.9

MUSHE INT

*LOC Only.

Diagram illustrating the HIRL system for Runway 36. The diagram shows the runway layout, including Runway 36 (119Λ) and Runway 18 (36). The diagram also shows the TWR 216, the elevation of 193±, and the distance of 141° 5.1 NM from FAF. The diagram is labeled with "ELEV 89" and "D".

WAAS
CH **56417**
W14AAPP CRS
141°Rwy ldg **9352**
TDZE **85**
Apt Elev **89****RNAV (GPS) RWY 14**
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR increase LNAV Cat D visibility to RVR 6000. Radar required when R-3801 A-B in use.

SSALR



MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.

ASOS

123.975

POLK APP CON

125.4 302.2

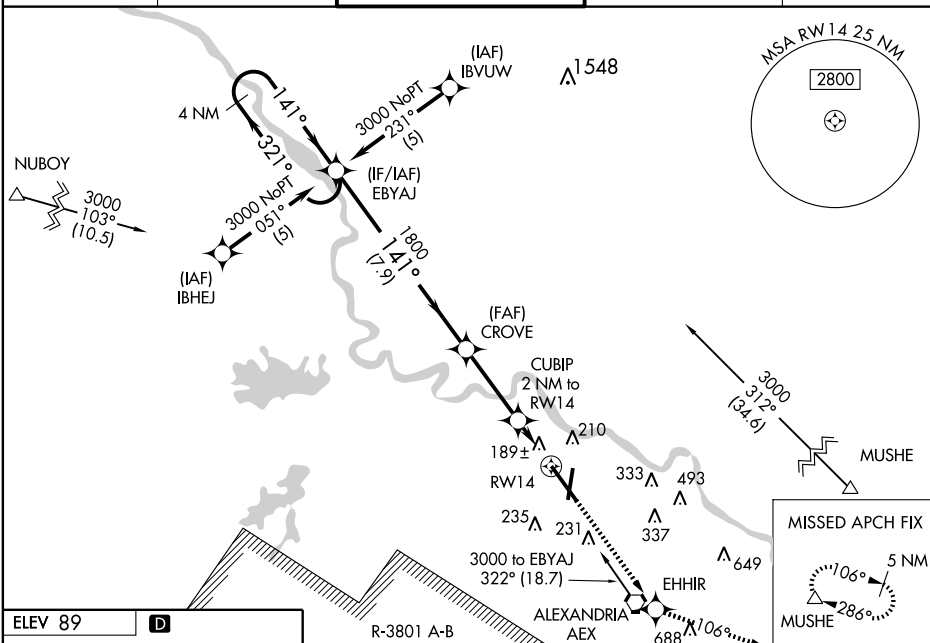
ALEXANDRIA TOWER

127.35 (CTAF) 269.2

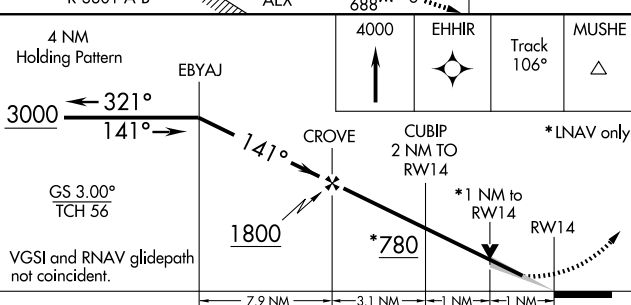
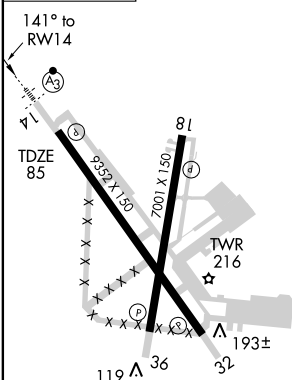
GND CON

121.9 372.0

CLNC DEL

121.9

ELEV 89

D

CATEGORY	A	B	C	D
LPV DA	285/24		200 (200-½)	
LNAV/VNAV DA	488/50		403 (400-1)	
LNAV MDA	480/24		395 (400-½)	
CIRCLING	540-1	560-1	560-1½	480/50
	451 (500-1)	471 (500-1)	471 (500-1½)	395 (400-1)
CIRCLING	540-1	560-1	560-1½	480/50
	451 (500-1)	471 (500-1)	471 (500-1½)	395 (400-1)

REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)
RNAV (GPS) RWY 14

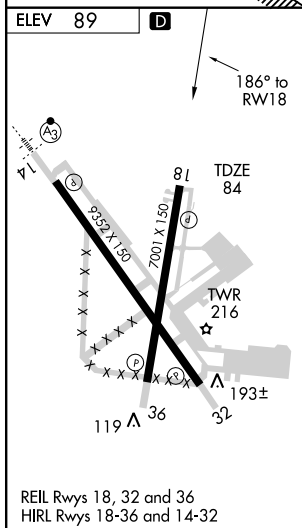
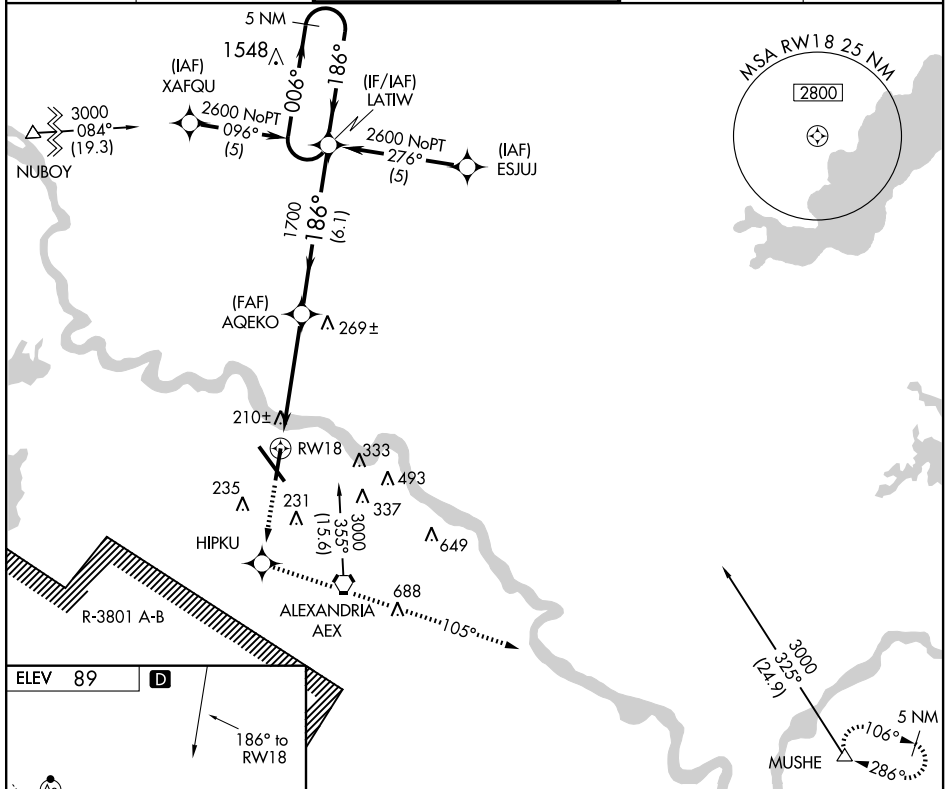
WAAS CH 61200 W18A	APP CRS 186°	Rwy Idg 7001 TDZE 84 Apt Elev 89
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RNAV (GPS) RWY 18

ALEXANDRIA INTL (AEX)

<p>▼ DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.</p>
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ASOS 123.975	POLK APP CON 125.4 302.2	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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4000 ↑	HIPKU ✧	105° TRK	MUSHE △	<p>5 NM Holding Pattern</p> <p>LATIW → 006° → 2600 ← 186°</p> <p>* 1.2 NM to RW18</p> <p>* LNAV only</p> <p>AGEKO</p> <p>1700</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>GS 3.00° TCH 55</p> <p>1.2 3.6 NM 6.1 NM</p>					
CATEGORY		A		B		C		D	
LPV DA				395-1 311 (400-1)					
LNAV/ RNAV DA				539-1½ 455 (500-1½)					
LNAV MDA		520-1 436 (500-1)		520-1¼ 436 (500-1¼)		520-1½ 436 (500-1½)			
CIRCLING		540-1½ 451 (500-1½)		560-1½ 471 (500-1½)		640-2 551 (600-2)			

ALEXANDRIA, LOUISIANA

Amdt 1A 10042

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

RNAV (GPS) RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS CH 50110 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	9352 89 89
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RNAV (GPS) RWY 32

ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ
WP and hold.

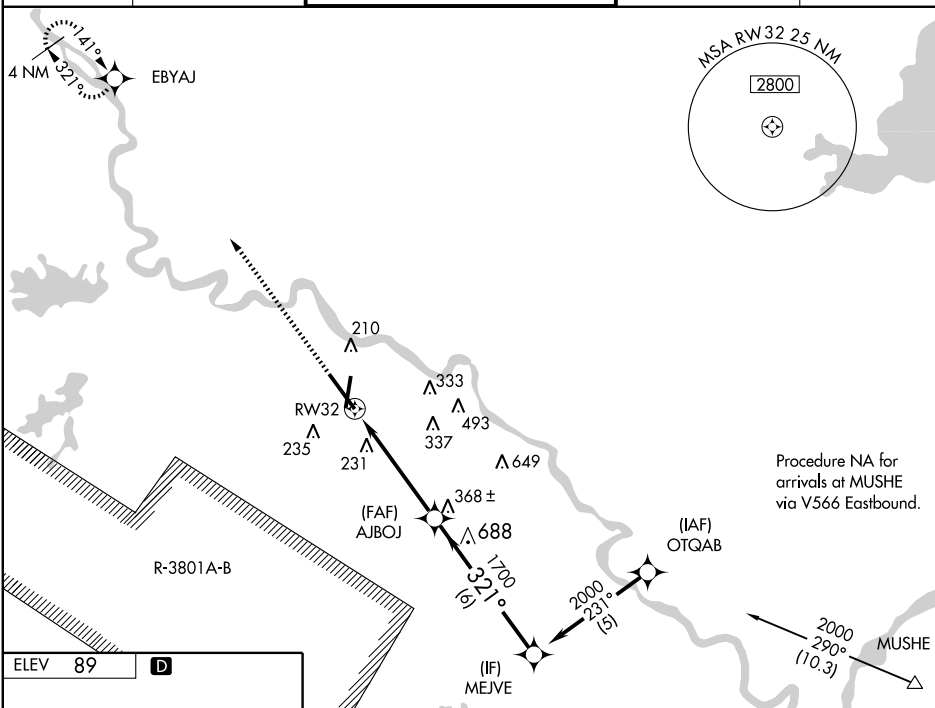
ASOS
123.975

POLK APP CON
125.4 302.2

ALEXANDRIA TOWER
127.35 (CTAF) 269.2

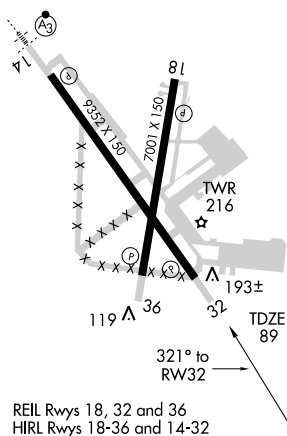
GND CON
121.9 372.0

CLNC DEL
121.9



ELEV **89**

D



3000	EBYAJ	VGSI and RNAV glidepath not coincident.		Procedure Turn NA
*LNAV only		1.2 NM to RWY32	AJBOJ	MEJVE
RW32		1.2 NM	3.6 NM	6 NM
321°		1700	2000	GS 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	340/50		251 (300-1)	
LNAV/VNAV DA	460/60		371 (400-1¼)	
LNAV MDA	520/50	431 (500-1)	520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

WAAS CH 58100 W36A	APP CRS 006°	Rwy Idg TDZE 7001 Apt Elev 87
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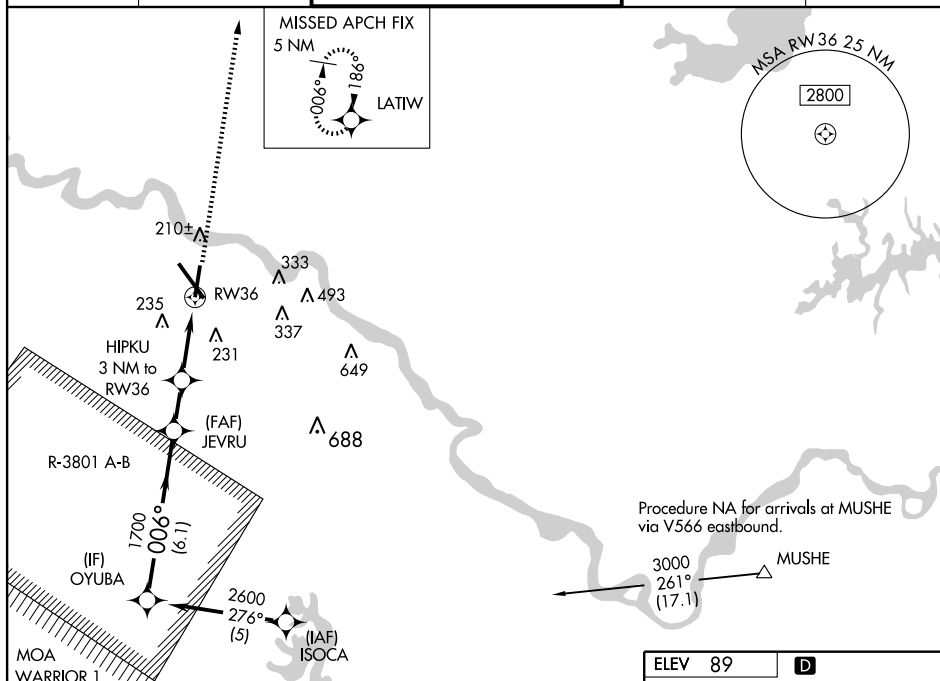
RNAV (GPS) RWY 36

ALEXANDRIA INTL (AEX)

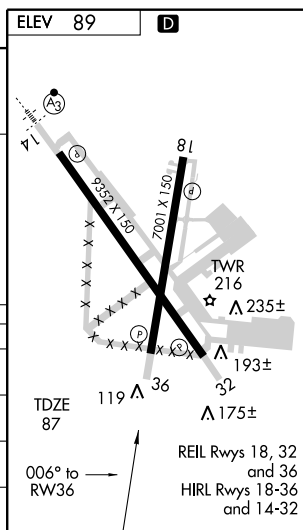
▼ DME/DME RNP-0.3 NA. When R-3801 A-B in use, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS 123.975	POLK APP CON 125.4 302.2	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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Procedure Turn NA				
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ALEXANDRIA, LOUISIANA

Orig-A 08APR10

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC AEX
Chan **108**

APP CRS
145°

Rwy Idg
TDZE **85**
Apt Elev **89**

VOR/DME RWY 14
ALEXANDRIA INTL (AEX)

▼ When R-3801B active, Radar Required.
For inoperative SSALR increase S-14 Cat D
visibility to 1¼.

SSALR



MISSED APPROACH: Climb to 4000
direct AEX Vortac, then via AEX R-106
to MUSHE Int and hold.

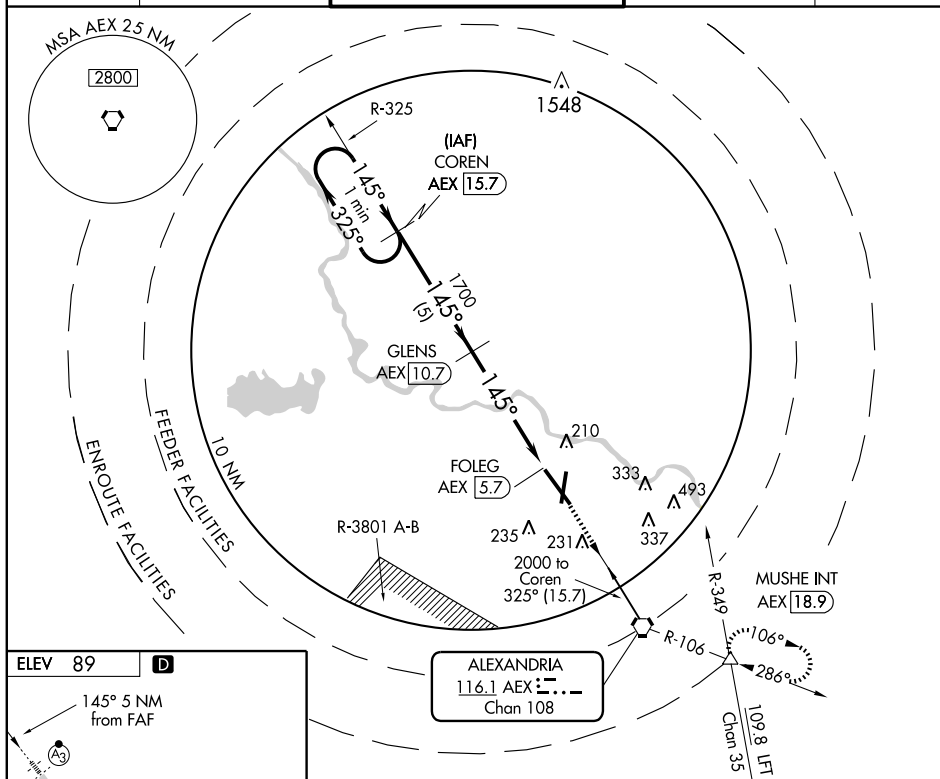
ASOS
123.975

POLK APP CON
125.4 302.2

ALEXANDRIA TOWER
127.35 (CTAF) 269.2

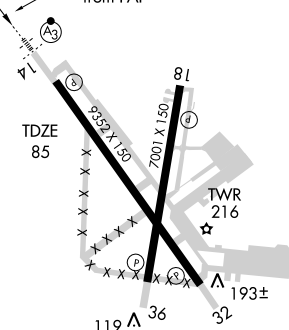
GND CON
121.9 372.0

CLNC DEL
123.975

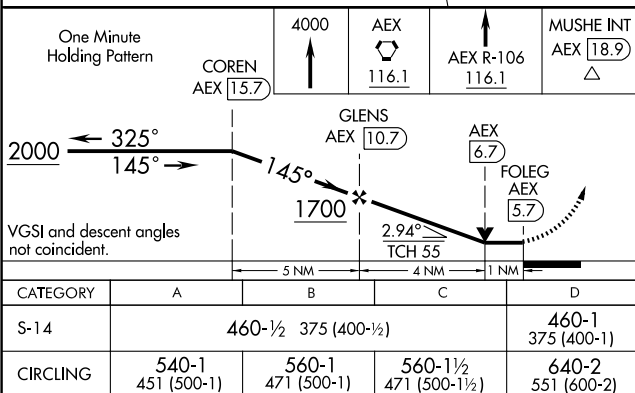


ELEV 89 **D**

145° 5 NM
from FAF



REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32



VORTAC AEX
116.1
Chan **108**

APP CRS
327°

Rwy Idg
TDZE **89**
Apt Elev **89**

9352

VOR/DME RWY 32

ALEXANDRIA INTL (AEX)



Radar required when R-3801 A-B in use.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

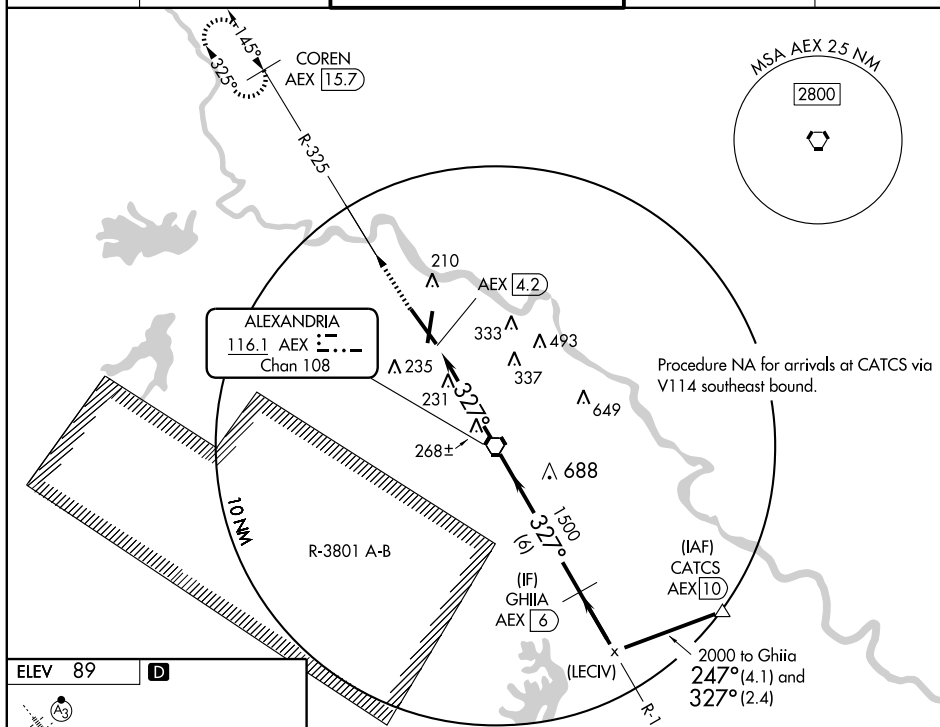
ASOS
123.975

POLK APP CON
125.4 302.2

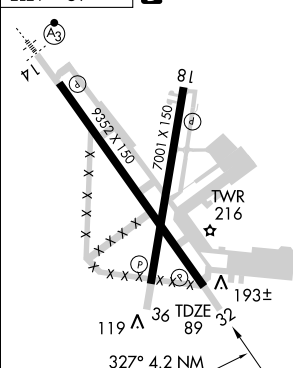
ALEXANDRIA TOWER
127.35 (CTAF) **269.2**

GND CON
121.9 372.0

CLNC DEL
121.9



ELEV 89



REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32

<div>3000 ↑ AEX R-325</div> <div>COREN AEX 15.7</div>		VGSI and descent angles not coincident. GHIIA AEX 6 (LEICIV) CATCS AEX 10							
<div>AEX 4.2</div> <div>AEX 3</div> <div>327°</div> <div>3.06°</div> <div>TCH 55</div> <div>1500</div> <div>327°</div> <div>327°</div> <div>247°</div> <div>2000</div> <div>2000</div> <div>Procedure Turn NA</div>		VORTAC							
1.2		3 NM		6 NM		2.4 NM		4.1 NM	
CATEGORY	A			B	C		D		
S-32	520/50 431 (500-1)				520/60 431 (500-1½)		520-1½ 431 (500-1½)		
CIRCLING	540-1 451 (500-1)			560-1 471 (500-1)		560-1½ 471 (500-1½)		640-2 551 (600-2)	

ESLER RGNL (ESF) 10 NE UTC-6(-5DT) N31°23.69' W92°17.75'

112 B FUEL 100LL, JET A NOTAM FILE ESF

RWY 09-27: H5999X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-220 HIRL

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 32'. RWY 27: MALSR.

RWY 14-32: H5601X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-220 MIRL 0.4% up NW

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Trees.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 56'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5999 TODA-5999 ASDA-5999 LDA-5999

RWY 14: TORA-5601 TODA-5601 ASDA-5601 LDA-5601

RWY 27: TORA-5999 TODA-5999 ASDA-5999 LDA-5999

RWY 32: TORA-5601 TODA-5601 ASDA-5601 LDA-5601

AIRPORT REMARKS: Attended Mon-Fri 1300-2230Z. Fuel avbl Mon-Fri 1300-2200Z and Sat-Sun 1300-0100Z. On call Sat-Sun after 0100Z 318-443-5566. Birds on and invof arpt seasonally.

PAEW adjacent rws and twys. Twys F and G clsd indef. VASI Rwy 32 OTS indef. Rwy 14 REIL medium ints only. ACTIVATE MIRL Rwy 14-32, HIRL Rwy 09-27, MALSR Rwy 27, REIL Rwy 09, Rwy 14 and Rwy 32, and twy lgts Twy A, Twy B, Twy C, Twy D and Twy E—CTAF.

WEATHER DATA SOURCES: ASOS (318) 484-9031. Thunderstorm/freezing rain not avbl. Wind unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

ESLER RCO 122.55 (DE RIDDER RADIO)

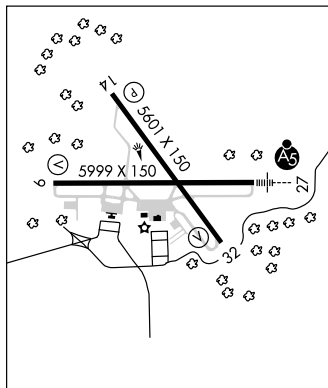
Ⓡ POLK APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 049° 13.4 NM to fld. 80/3E. HIWAS.

ANDRA NDB (LOM) 223 ES N31°23.52' W92°10.92' 268° 5.9 NM to fld. Unmonitored.

ILS/DME 111.5 I-ESF Chan 52 Rwy 27 Class IA. LOM ANDRA NDB. ILS/DME and LOM unmonitored.



ALLEN PARISH (See OAKDALE)

ALVIN CALLENDER FLD (See NEW ORLEANS NAS JRB)

ANDRA N31°23.52' W92°10.92' NOTAM FILE ESF.

NDB (LOM) 223 ES 268° 5.9 NM to Esler Rgnl. Unmonitored.

ANGER N30°36.38' W90°25.27' NOTAM FILE DRI.

NDB (LOM) 212 HP 174° 5.1 NM to Hammond Northshore Rgnl. Unmonitored.

ARCADIA-BIENVILLE PARISH (5FØ) 2 SW UTC-6(-5DT) N32°31.84' W92°57.24'

440 B NOTAM FILE DRI

RWY 14-32: H3000X75 (ASPH) S-16 MIRL

RWY 14: Trees. RWY 32: Trees.

AIRPORT REMARKS: Unattended. For arpt attendant call 318-263-2013.

Golf course adjacent to arpt. +4' fence 185' south of Rwy 32 thld.

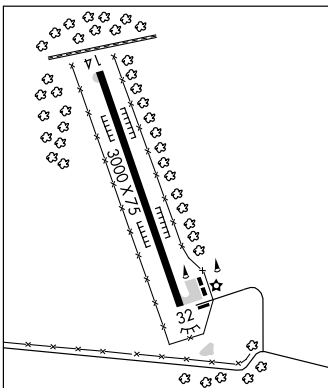
Rotating bcn 1 mile SE of arpt. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

ELM GROVE (L) VORTAC 111.2 EMG Chan 49 N32°24.01'

W93°35.71' 069° 33.5 NM to fld. 160/7E. HIWAS.



HOUSTON

H-6I, L-21B, 22E

IAP

HOUSTON

NEW ORLEANS

MEMPHIS

L-17E

LOM ES <u>223</u>	APP CRS 270°	Rwy Idg TDZE Apt Elev	5999 92 112
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NDB RWY 27

ALEXANDRIA/ESLER RGNL (ESF)



A NA

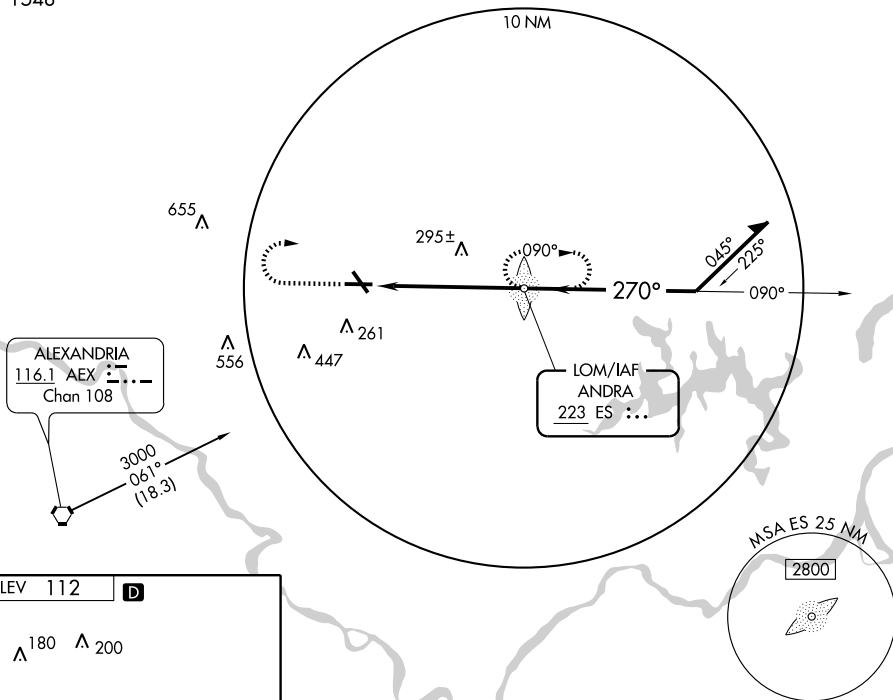
When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 40 feet and S-27 Cat D visibility ¼ mile.

MALSR

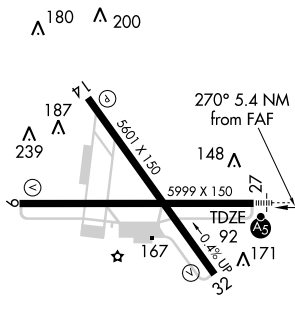


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

POLK APP CON
125.4 302.2




UNICOM
122.8 (CTAF) **L** Δ_{1548} 

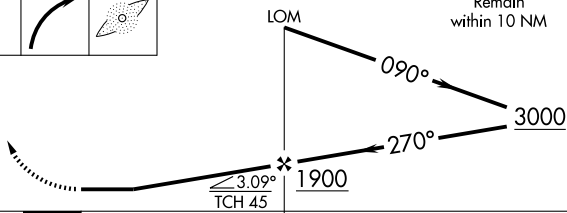
ELEV 112

REIL Rwy 9, 14 and 32 **L**MIRL Rwy 14-32 **L**HIRL Rwy 9-27 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

1500	3000	ES
		



CATEGORY	A	B	C	D
S-27	600-3/4	508 (500-3/4)	600-1 508 (500-1)	600-1 1/4 508 (500-1 1/4)
CIRCLING	600-1	488 (500-1)	600-1 1/2 488 (500-1 1/2)	680-2 568 (600-2)

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

ALEXANDRIA/ ESLER RGNL (ESF)

NDB RWY 27

31°24'N-92°18'W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS CH 77617 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	5999 96 112
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RNAV (GPS) RWY 9

ALEXANDRIA/ESLER RGNL (ESF)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D ½ mile. Baro-VNAV NA when using Alexandria Intl altimeter setting. VDP NA with Alexandria Intl altimeter setting.

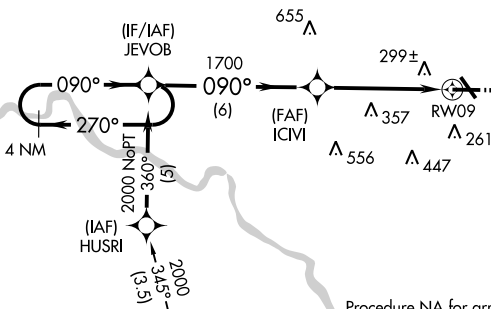
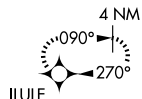
MISSED APPROACH: Climb to 3000 direct ILULE and hold.

POLK APP CON
125.4 302.2

UNICOM
122.8 (CTAF) 0

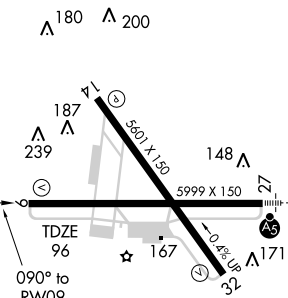
△ 1548

MISSED APCH FIX

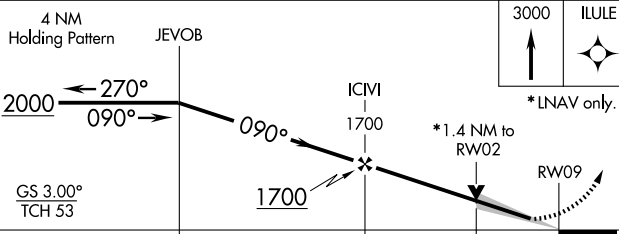


Procedure NA for arrivals at AEX VORTAC on V114-566 Southeast bound.

ELEV 112



REIL Rwy 9, 14 and 32
MIRL Rwy 14-32
HIRL Rwy 9-27



CATEGORY	A	B	C	D
LPV DA	296-¾		200 (200-¾)	
LNAV/VNAV DA	620-1¾		524 (600-1¾)	
LNAV MDA	580-1	484 (500-1)	580-1¼ 484 (500-1¼)	580-1½ 484 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	680-2 568 (600-2)

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

31°24'N-92°18'W

ALEXANDRIA/ESLER RGNL (ESF)

RNAV (GPS) RWY 9

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 61103 W27A	APP CRS 270°	Rwy Idg TDZE 92 Apt Elev 112
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RNAV (GPS) RWY 27

ALEXANDRIA/ESLER RGNL (ESF)

▼ Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP-0.3 NA. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR increase LPV Cat D visibility to 1¼.

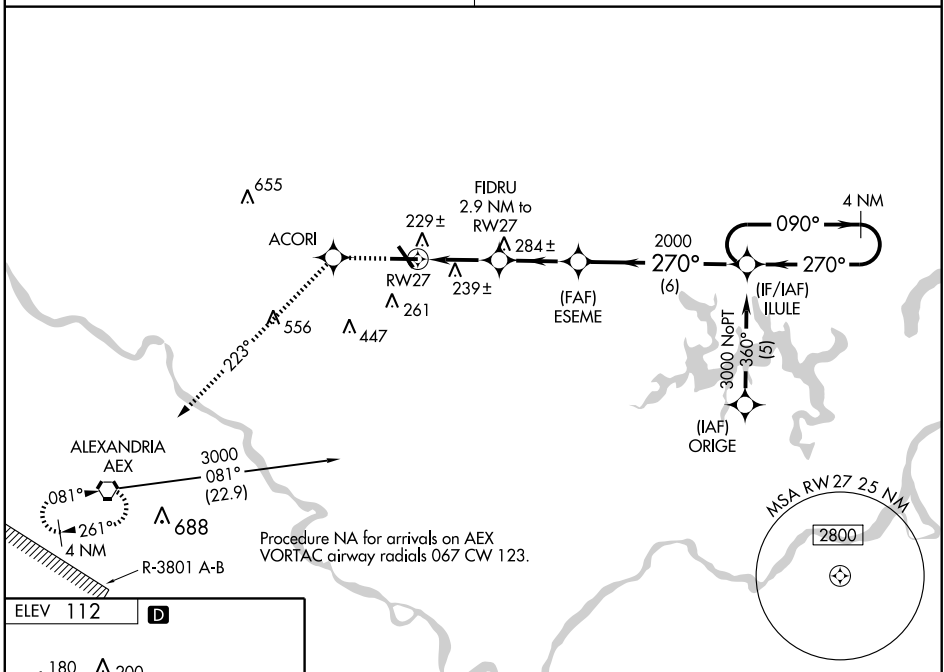
MALSR



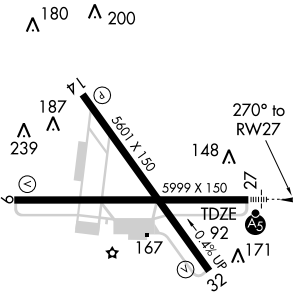
MISSED APPROACH:
Climb to 3000 direct ACORI and via track 223° to AEX VORTAC and hold.

POLK APP CON
125.4 302.2

UNICOM
122.8 (CTAF) 1



ELEV 112



REIL Rws 9, 14 and 32 1
MIRL Rwy 14-32 1
HIRL Rwy 9-27 1

3000	ACORI	trk 223°	AEX	ILULE	4 NM Holding Pattern
*LNAV only.					
RW27	FIDRU 2.9 NM to RW27	ESEME 2000	ILULE 3000	090°	270°
1.1 NM	1.8 NM	2.8 NM	6 NM	GS 3.00°	TCH 59
CATEGORY	A	B	C	D	
LPV DA	292-1/2	200 (200-1/2)			
LNAV/VNAV DA	499-1	407 (400-1)			
LNAV MDA	500-1/2	408 (400-1/2)	500-3/4 408 (400-3/4)	500-1 408 (400-1)	
CIRCLING	600-1	488 (500-1)	600-1 1/2 488 (500-1 1/2)	680-2 568 (600-2)	

ALEXANDRIA, LOUISIANA

Amdt 1 08APR10

31°24'N-92°18'W

ALEXANDRIA/ESLER RGNL (ESF)

RNAV (GPS) RWY 27

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

BASTROP

MOREHOUSE MEM (BQP) 2 SE UTC-6(-5DT) N32°45.37' W91°52.84'

168 B S4 **FUEL** 100LL TPA-1200(1033) NOTAM FILE DRI

RWY 16-34: H4002X100 (ASPH) S-15.5 MIRL

RWY 16: REIL. PAP(P2L)—GA 3.0° TCH 50'. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1315-2100Z†. Self serve fuel avbl 24 hrs with credit card. Deer on and invof rwy. Wind tee lights OTS indef. Rwy 34 REIL OTS indef. MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (318) 281-1443.

COMMUNICATIONS: CTAF/UNICOM 122.8

GCO 135.075 (DE RIDDER FSS)

MONROE APP/DEP CON 126.9 (1200-0400Z†).

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z†).

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

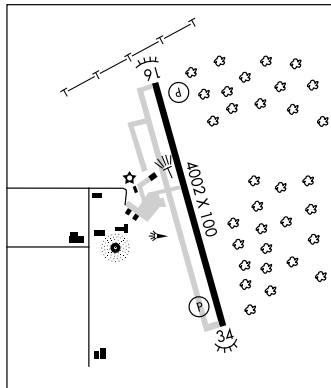
W92°02.16' 026° 16.3 NM to fld. 80/3E. HIWAS.

BASTROP NDB (MHW) 329 BQP N32°45.28' W91°53.01' at fld. NOTAM FILE DRI.

MEMPHIS

L-18F

IAP



BASTROP N32°45.28' W91°53.01' NOTAM FILE DRI.

NDB (MHW) 329 BQP at Morehouse Mem.

MEMPHIS

L-18F

WAAS CH 58307 W16A	APP CRS 161°	Rwy Idg 4002 TDZE 168 Apt Elev 168
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RNAV (GPS) RWY 16

BASTROP/MOREHOUSE MEMORIAL (BQP)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

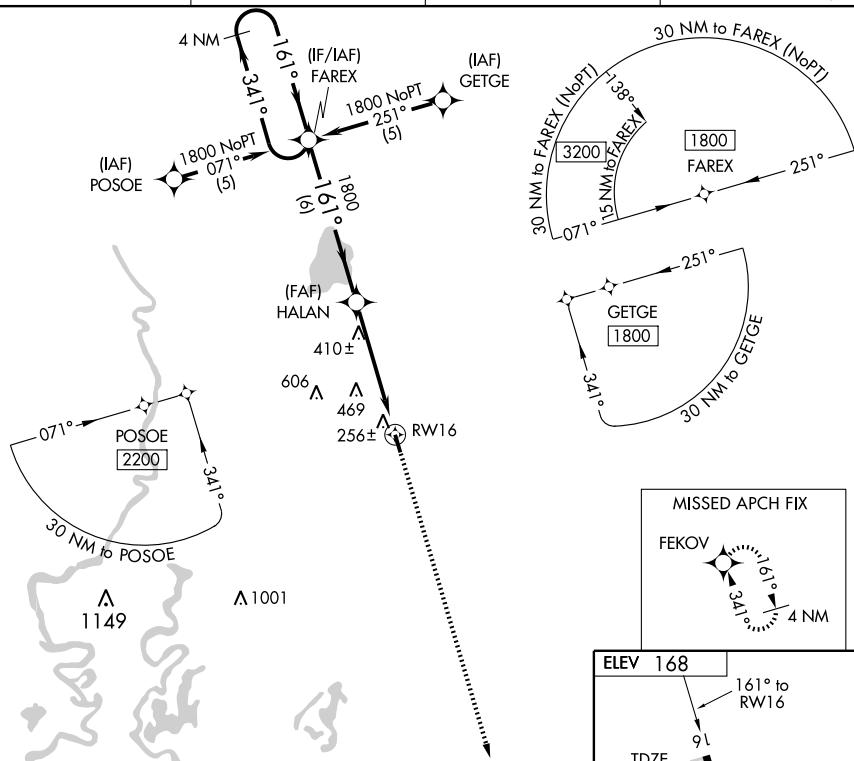
MISSED APPROACH:
Climb to 1800 direct
FEKOV and hold.

AWOS-3
118.375

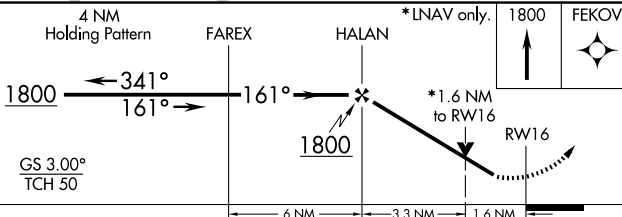
MONROE APP CON ★
126.9 307.9

GCO
135.075

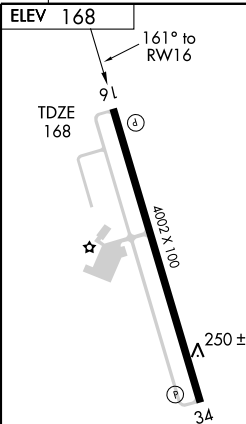
UNICOM
122.8 (CTAF) 0



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	499-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA
LNAV MDA	720-1	552 (600-1)	720-1½ 552 (600-1½)	NA
CIRCLING	720-1	552 (600-1)	720-1½ 552 (600-1½)	NA



MIRL Rwy 16-34 0
REIL Rwy 16 and 34 0

WAAS CH 90308 W34A	APP CRS 341°	Rwy Idg 4002 TDZE 168 Apt Elev 168
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RNAV (GPS) RWY 34

BASTROP/MOREHOUSE MEMORIAL (BQP)

▼ Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

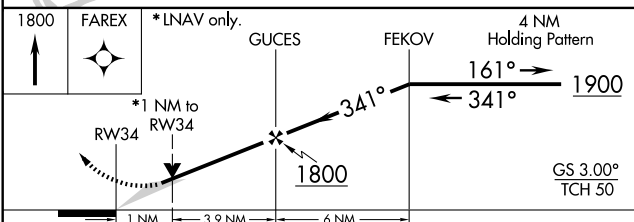
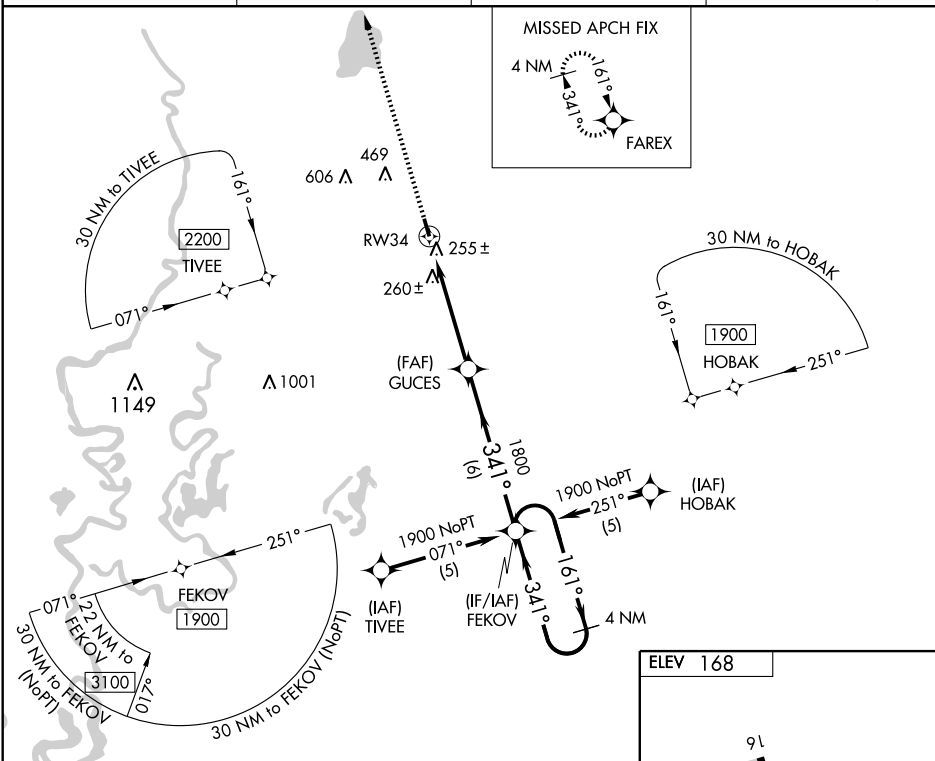
MISSED APPROACH:
Climb to 1800 direct
FAREX and hold.

AWOS-3
118.375

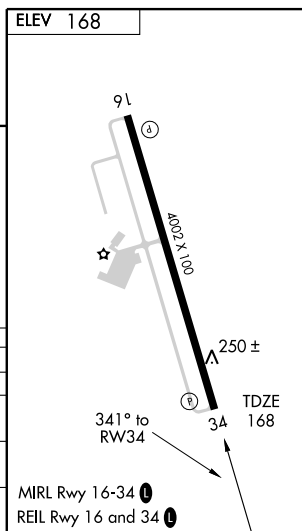
MONROE APP CON ★
126.9 307.9

GCO
135.075

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	508-1¼	340 (400-1¼)		NA
LNAV/VNAV DA	551-1¼	383 (400-1¼)		NA
LNAV MDA	520-1	352 (400-1)		NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	620-1½ 452 (600-1½)	NA

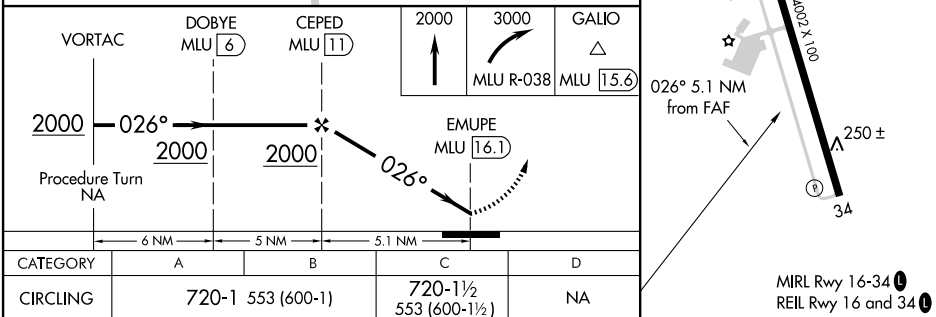
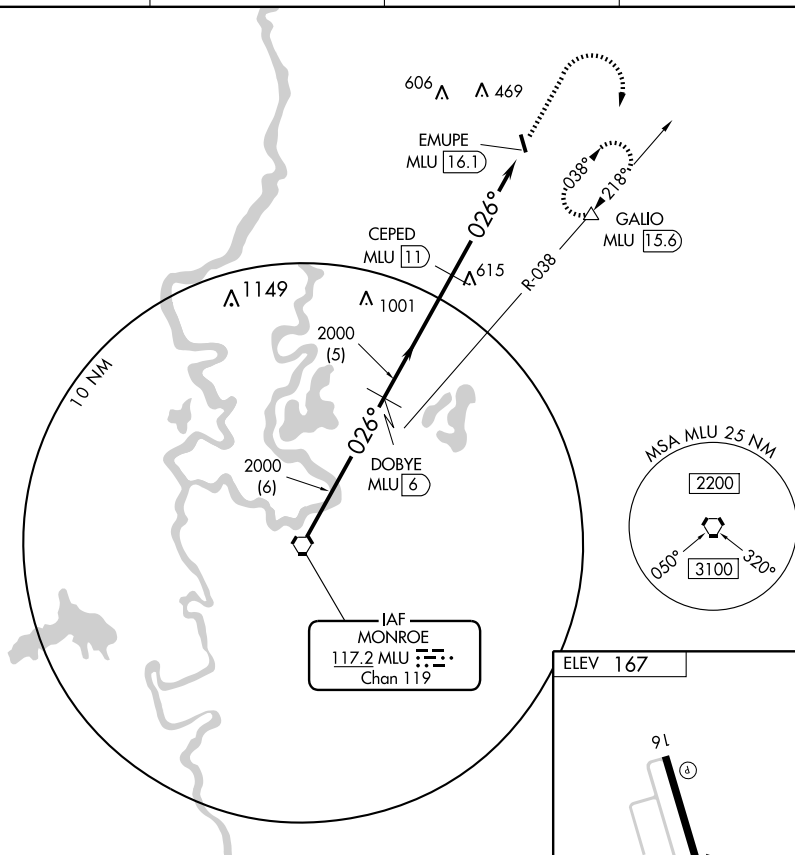


VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy Idg TDZE Apt Elev	N/A N/A 167
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VOR/DME-A

BASTROP/MOREHOUSE MEMORIAL (BQP)

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BASTROP, LOUISIANA

Amdt 9 09127

BASTROP/MOREHOUSE MEMORIAL (BQP)

32°45'N-91°53'W

VOR/DME-A

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

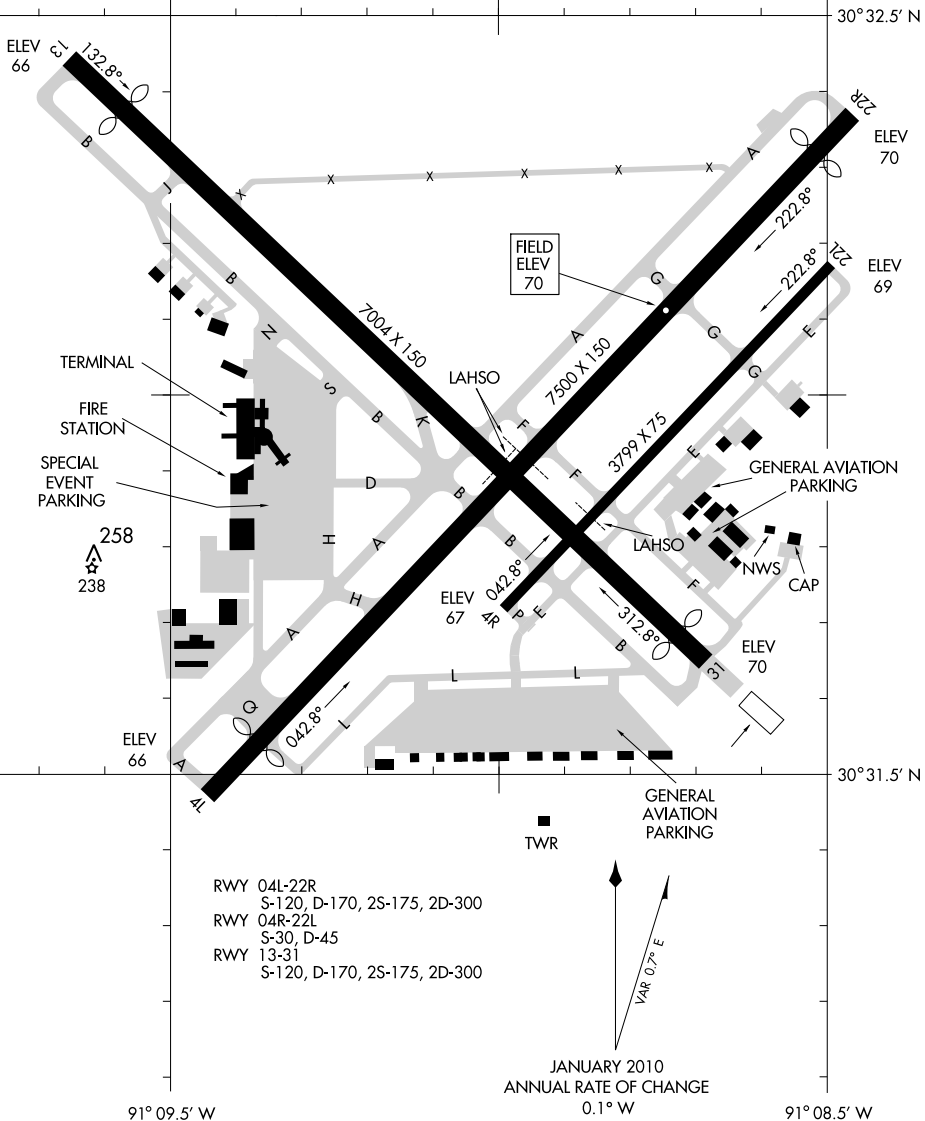
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
AL-40 (FAA)

BATON ROUGE, LOUISIANA

ATIS
125.2
RYAN TOWER ★
118.45 257.8
GND CON
121.9
CLNC DEL
119.4

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



RWY 04L-22R
S-120, D-170, 2S-175, 2D-300
RWY 04R-22L
S-30, D-45
RWY 13-31
S-120, D-170, 2S-175, 2D-300

AIRPORT DIAGRAM

BATON ROUGE, LOUISIANA
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

BATON ROUGE METROPOLITAN, RYAN FLD (BTR) 4 N UTC-6(-5DT)

N30°31.97' W91°08.99'

HOUSTON

H-70, L-21B, 22F

70 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index C NOTAM FILE BTR

IAP, AD

RWY 04L-22R: H7500X150 (CONC-GRVD) S-120, D-170, 2S-175, 2D-300 HIRL CL**RWY 04L:** VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 600'. Pole.**RWY 22R:** MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 424'. Trees. Rgt tfc.**RWY 13-31:** H7004X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-300 HIRL**RWY 13:** MALSR. Thld dsplcd 597'. Pole.**RWY 31:** MALSR. VASI(V4L)—GA 3.0° TCH 52'. Thld dsplcd 315'.

Road.

RWY 04R-22L: H3799X75 (ASPH) S-30, D-45 MIRL**RWY 04R:** PAPI(P2L). Tree. Rgt tfc.**RWY 22L:** PAPI(P2L). Tree.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	04-22R	4140
RWY 22L	13-31	2900
RWY 22R	13-31	3450

RUNWAY DECLARED DISTANCE INFORMATION

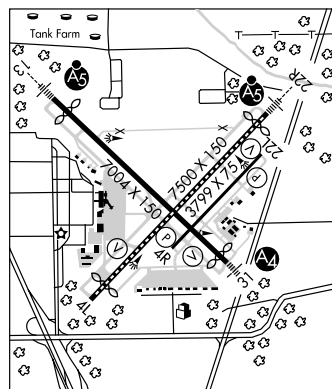
RWY 04L:	TORA-7500	TODA-7500	ASDA-7500	LDA-6900
RWY 04R:	TORA-3799	TODA-3799	ASDA-3799	LDA-3799
RWY 13:	TORA-7004	TODA-7004	ASDA-7004	LDA-6407
RWY 22L:	TORA-3799	TODA-3799	ASDA-3799	LDA-3799
RWY 22R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7076
RWY 31:	TORA-7004	TODA-7004	ASDA-7004	LDA-6691

ARRESTING GEAR/SYSTEMS**RWY 13 EMAS**

AIRPORT REMARKS: Attended 1100-0600Z†. Rwy 13-31 CLOSED indef. 24 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats 0600-1100Z†, call arpt manager 225-355-2068/0333. Rwy 04R-22L not avbl for air carrier ops with more than 30 passenger seats. Migratory birds on and in vicinity of arpt during months of Mar, Apr, Sep and Oct. When twr clsd use 121.9 to ctc ARFF for emergency request. Ramp and twy lane adjacent to the commercial air carrier terminal building is limited to commercial air carrier and passenger airtaxi acft only. Twy L weight restrictions: single 68,000 pounds, dual 75,000 pounds, dual tandem 106,000 pounds. Twy E weight restrictions: single 44,000 lbs, dual 55,000 lbs, dual tandem 93,000 lbs. Twy B clsd between Rwy 13-31 and Twy A indef. Twy M clsd indefinitely. Rwy 13 MALSR OTS indef. Rwy 31 VASI and Rwy 31 MALSR OTS indef. ACTIVATE MALSR Rwy 22R and Rwy 13 and MALSR Rwy 31—CTAF. When twr clsd HIRL Rwy 13-31 and Rwy 04L-22R preset low intst, to increase intst ACTIVATE—CTAF. MIRL Rwy 04R-22L not avbl. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (225) 356-2305. LLWAS.**COMMUNICATIONS:** CTAF 118.45 ATIS 125.2 UNICOM 122.95

RCO 122.2 (DE RIDDER RADIO)

(R) APP/DEP CON 120.3 (West) 126.5 (East) (1100-0600Z†)**(R) HOUSTON CENTER APP/DEP CON** 126.35 (0600-1100Z†)**TOWER** 118.45 (1100-0600Z†) **GND CON** 121.9 **CLNC DEL** 119.4**AIRSPACE:** CLASS C svc 1100-0600Z† ctc **APP CON** other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTR.(L) **VORTACW** 116.5 BTR Chan 112 N30°29.11' W91°17.64' 063° 8.0 NM to fld. 20/6E.**RUNDI NDB (LOM)** 284 BT N30°34.97' W91°12.66' 130° 4.4 NM to fld.**ILS/DME** 110.3 I-BTR Chan 40 Rwy 13. Class ID. LOM RUNDI NDB. ILS unmonitored when twr clsd.**ILS/DME** 108.7 I-CLZ Chan 24 Rwy 22R. Class IE. ILS unmonitored when twr clsd.**ASR** (1100-0600Z†)**BEAUREGARD PARISH** (See DE RIDDER)**BELCHER** N32°46.28' W93°48.60' NOTAM FILE SHV.**MEMPHIS**(H) **VORTACW** 117.4 EIC Chan 121 160° 14.3 NM to Shreveport Downtown. 190/7E.

H-61, L-17E

BLUEBIRD HILL (See KEITHVILLE)**BOGALUSA** N30°52.90' W89°51.73' NOTAM FILE DRI.**NEW ORLEANS****NDB (MHW)** 353 GVB 182° 4.1 NM to George R. Carr Mem Air Fld.

L-21B, 22F

LOC/DME I-BTR 110.3 Chan 40	APP CRS 130°	Rwy Idg 6407 TDZE 67 Apt Elev 70
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ILS or LOC RWY 13

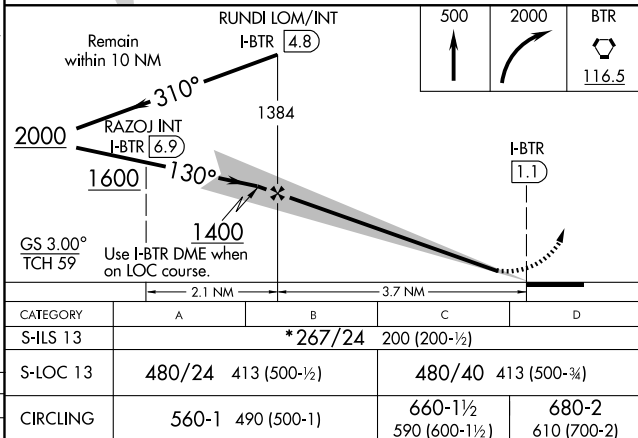
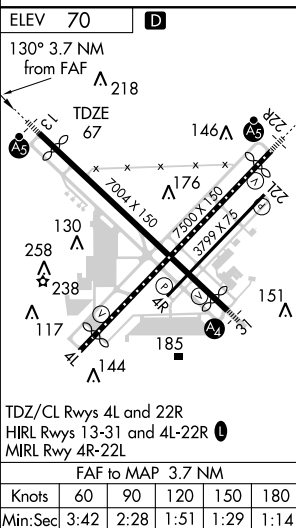
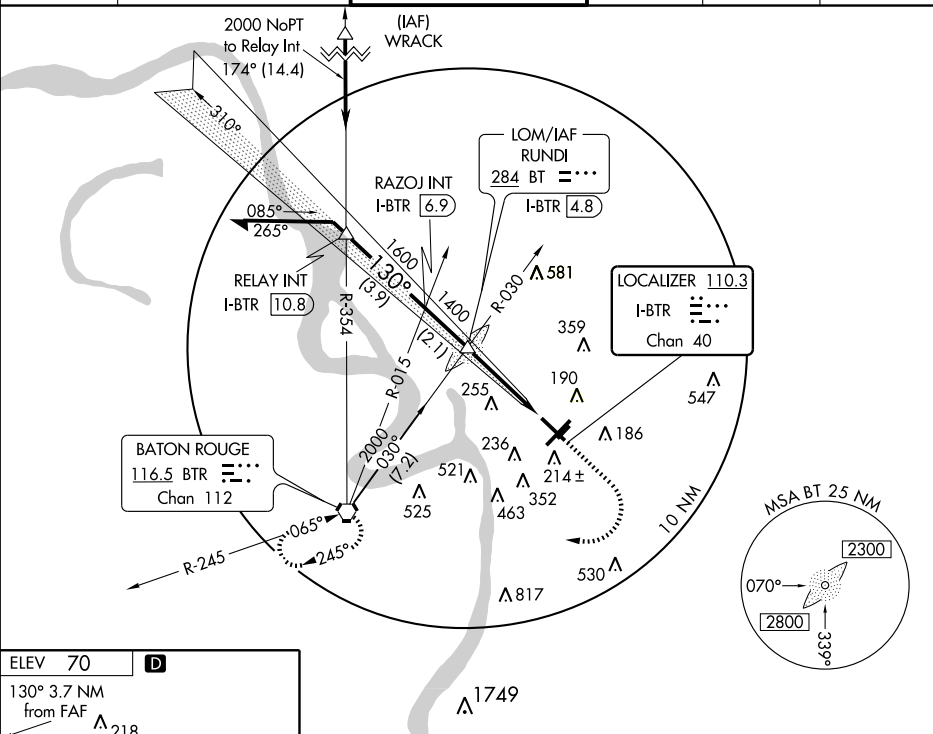
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

V When VGSI inoperative, circling to Rwy 4L NA at night.
A * RVR 1800 authorized with the use of FD or AP or HUD to DA.
 ASR



MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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LOC/DME I-CLZ 108.7 Chan 24	APP CRS 220°	Rwy Idg 7076 TDZE 70 Apt Elev 70
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ILS or LOC RWY 22R

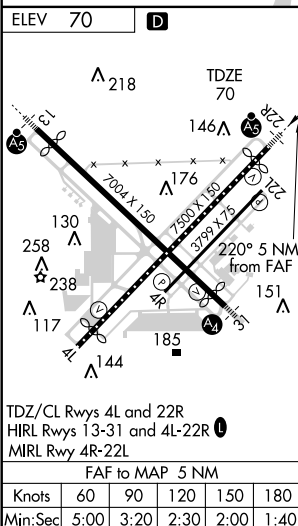
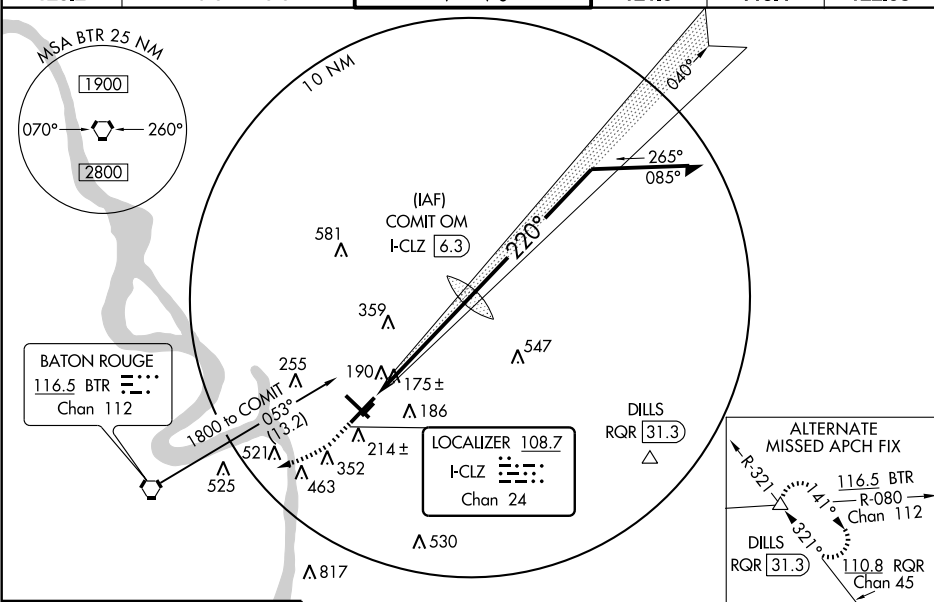
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

When VGSi inoperative, circling to Rwy 4L NA at night.
 When local altimeter setting not received, use Hammond Northshore Rgnl altimeter setting and increase DA 91 feet; increase all MDA 100 feet. Increase S-ILS 22R visibility to RVR 2400, increase S-LOC 22R Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. When using Hammond altimeter setting for inoperative MALSRs, increase S-ILS 22R visibility ½ mile, all Cats.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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DME or RADAR REQUIRED

500	2200	BTR	COMIT OM I-CLZ 6.3					1709	040°	1800	GS 3.00° TCH 55
			I-CLZ 1.3	I-CLZ 2.3			220°	220°	1800		
			1.1 NM	3.9 NM							
CATEGORY	A		B		C		D				
S-ILS 22R	270/18 200 (200-½)										
S-LOC 22R	440/24 370 (400-½)									440/40 370 (400-¾)	
CIRCLING	560-1 490 (500-1)				660-1½ 590 (600-1½)		680-2 610 (700-2)				

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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BATON ROUGE, LA

BATON ROUGE METROPOLITAN,

RYAN FIELD (BTR)

13

04L-22R

4,140 feet

22R

13-31

3,450 feet

22L

13-31

2,900 feet





23 SEP 2010 to 21 OCT 2010

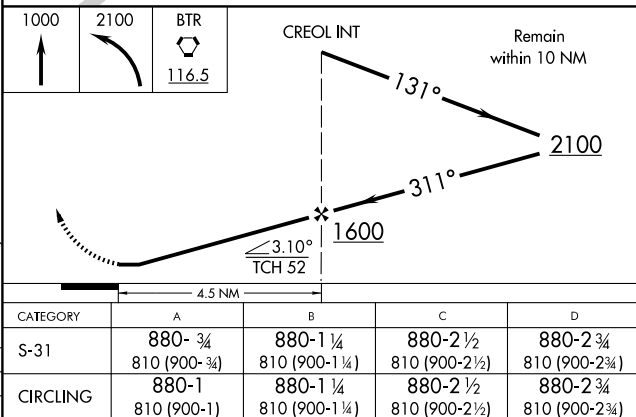
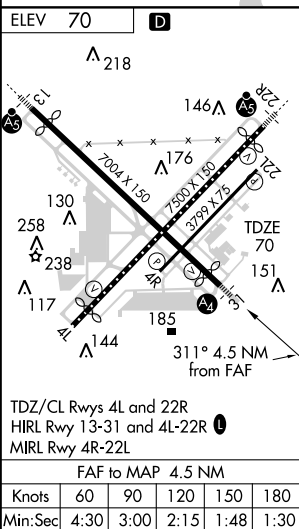
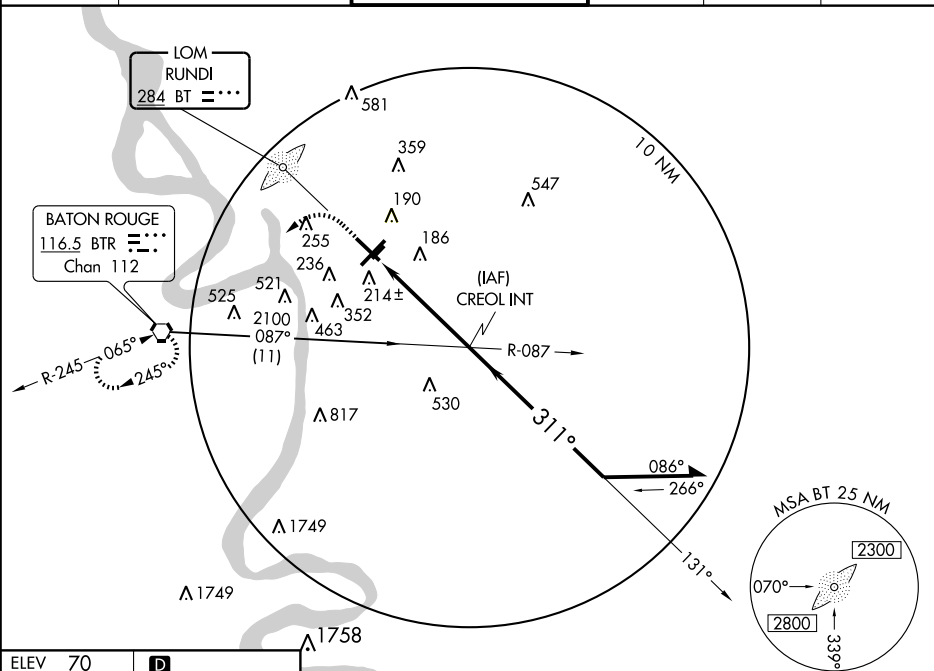
23 SEP 2010 to 21 OCT 2010

LOM BT <u>284</u>	APP CRS 311°	Rwy Idg 6689 TDZE 70 Apt Elev 70
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NDB RWY 31

Baton Rouge Metropolitan, Ryan Field (BTR)

 Inoperative table does not apply to Cats B and C.  When VGSI inoperative, circling to Rwy 4L NA at night.	MAL5  - 		MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.			
	ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95



Baton Rouge, Louisiana

Amdt 2B 08325

Baton Rouge Metropolitan, Ryan Field (BTR)

30° 32' N-91° 09' W

NDB RWY 31

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS Ch 81825 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	6900 69 70
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RNAV (GPS) RWY 4L

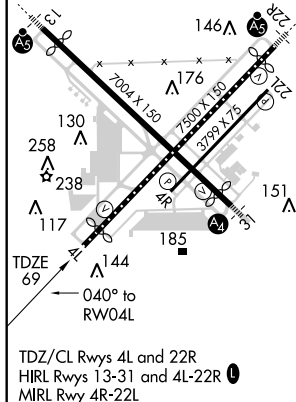
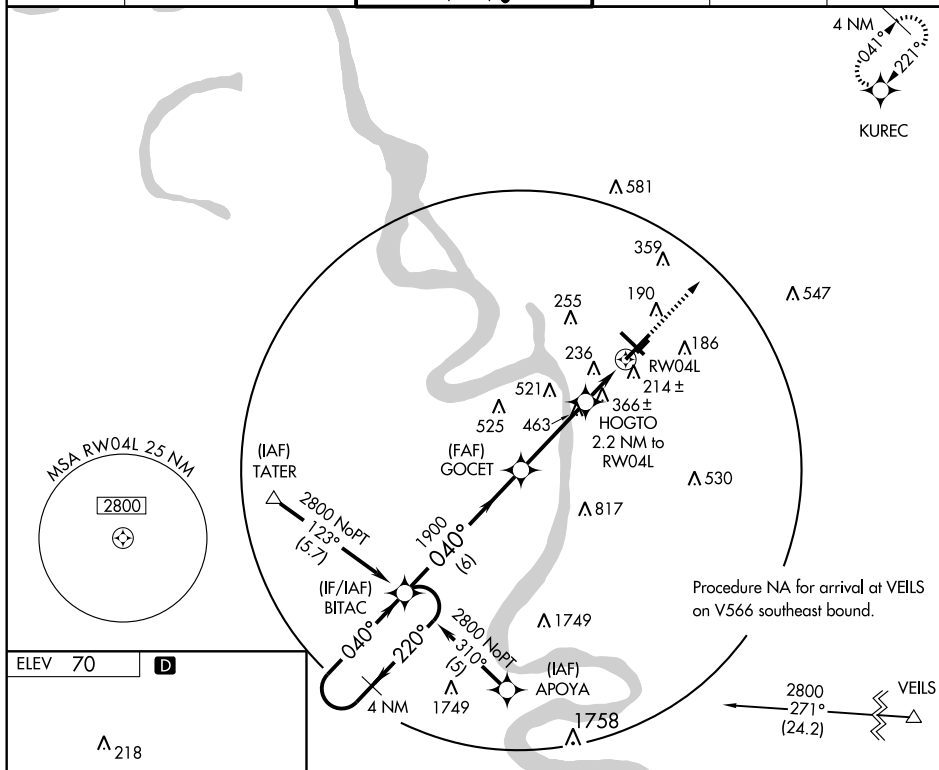
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)


▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting.

▲ ASR When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH:
Climb to 2000 direct
KUREC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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4 NM Holding Pattern		BITAC		GOCET		HOGTO 2.2 NM to RW04L		2000 ↑		KUREC 	
2800 ← 220° 040° →		040°		1900		820		RW04L			
GS 3.00° TCH 52											
		6 NM		3.3 NM		2.2 NM					
CATEGORY		A		B		C				D	
LPV DA				382-1 313 (400-1)							
LNAV/ VNAV DA				667-2 598 (600-2)							
LNAV MDA		620-1 551 (600-1)				620-1½ 551 (600-1½)				620-1¾ 551 (600-1¾)	
CIRCLING				680-2 610 (700-2)							

BATON ROUGE, LOUISIANA

Amdt 1A 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30°32'N-91°09'W

RNAV (GPS) RWY 4L

WAAS CH 72817 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	6407 67 70
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RNAV (GPS) RWY 13

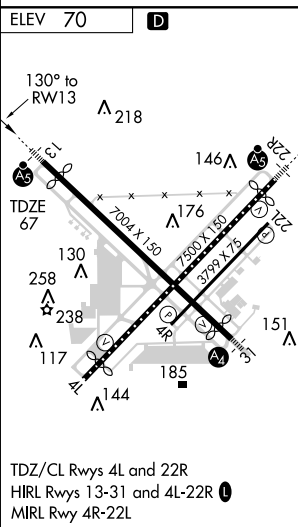
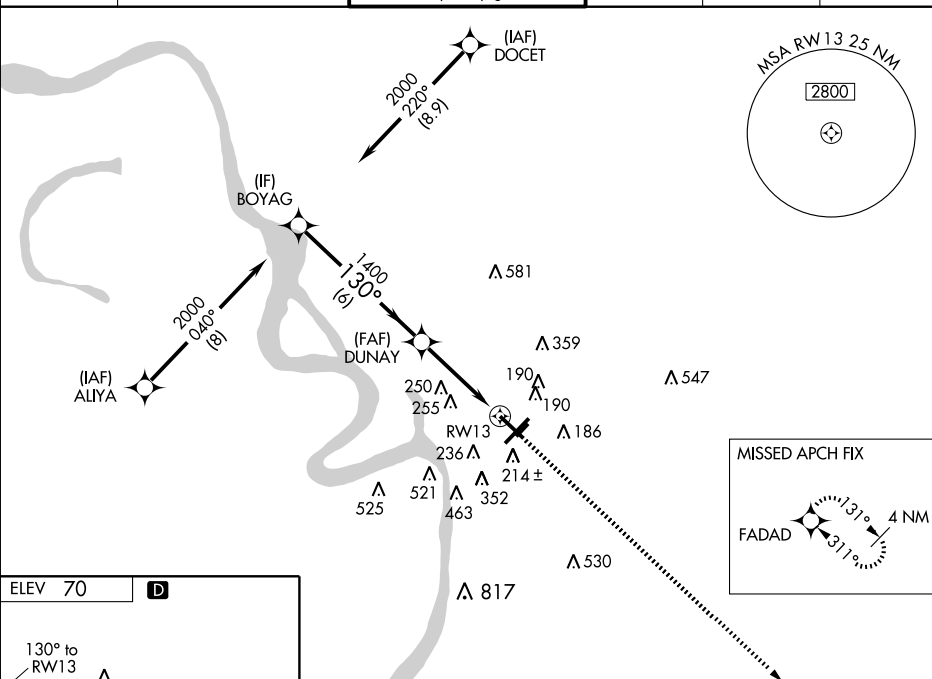
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

⚠ When VGSI inoperative, circling Rwy 4L NA at night. Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile. For inoperative MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile and LNAV Cat D visibility to 1¾ mile. VDP NA with Hammond altimeter setting.



MISSED APPROACH:
Climb to 2300 direct
FADAD and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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Procedure Turn NA	BOYAG		DUNAY		2300 ↑		FADAD ✦	
	2000		1400		*1.4 NM to RW13		*LNAV only	
	GS 3.00° TCH 57		1400		RW13			
	6 NM		2.6 NM		1.4			
CATEGORY	A		B		C		D	
LPV DA			267-1/2		200 (200-1/2)			
LNAV/ VNAV DA			468-3/4		401 (400-3/4)			
LNAV MDA	560-1/2		493 (500-1/2)		560-3/4 493 (500-3/4)		560-1 493 (500-1)	
CIRCLING	560-1		490 (500-1)		660-1 1/2 590 (600-1 1/2)		680-2 610 (700-2)	

WAAS Ch 86225 W22A	APP CRS 221°	Rwy Idg 7076 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

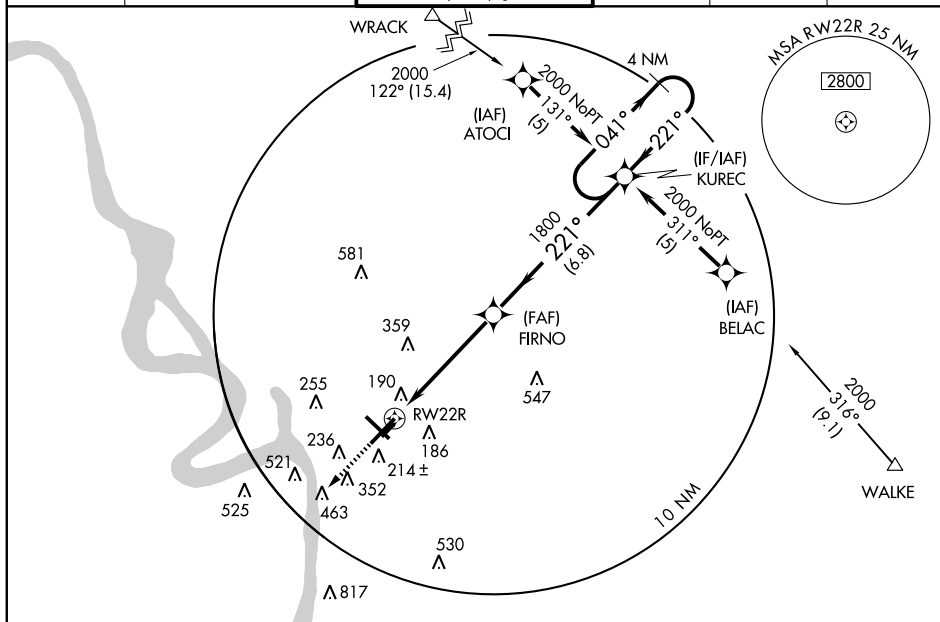
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

MALSR

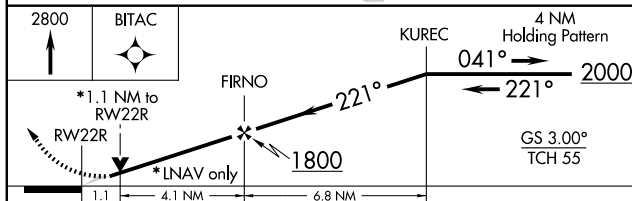


MISSED APPROACH:
Climb to 2800 direct
BITAC and hold.

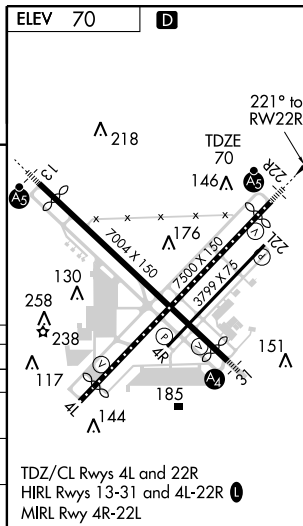
ATIS 125.2	BATON ROUGE APP CON * 120.3 278.3	RYAN TOWER * 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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BITAC



CATEGORY	A	B	C	D
LPV DA	384/24	314 (400-1/2)		
LNAV/VNAV DA	529/50	459 (500-1)		
LNAV MDA	480/24 410 (500-1/2)	480/40 410 (500-1)	480/50 410 (500-1)	
CIRCLING	560-1 1/2 490 (500-1 1/2)	660-1 1/2 590 (600-1 1/2)	680-2 610 (700-2)	



TDZ/CL Rwy 4L and 22R
HIRL Rwy 13-31 and 4L-22R
MIRL Rwy 4R-22L

BATON ROUGE, LOUISIANA

Amdt 1A 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30°32' N- 91°09' W

RNAV (GPS) RWY 22R

Baton Rouge Metropolitan, Ryan Field (BTR)

MISSED APPROACH:
Climb to 2000 direct
BOYAG and hold

UNICOM
122.95

D



4 5 6 7 8

01

- 3119 -

CS 2.008

TCH 52

D

520-1 1/4

450 (500-1

000-2

RNAV (GPS) RWY 31

VORTAC BTR <u>116.5</u> Chan 112	APP CRS 240°	Rwy Idg 7076 TDZE 70 Apt Elev 70
--	------------------------	---

VOR/DME RWY 22R

Baton Rouge Metropolitan, Ryan Field (BTR)

ASR

When VGSI inoperative, circling to Rwy 4L NA at night.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200
via BTR R-060 to BTR VORTAC.

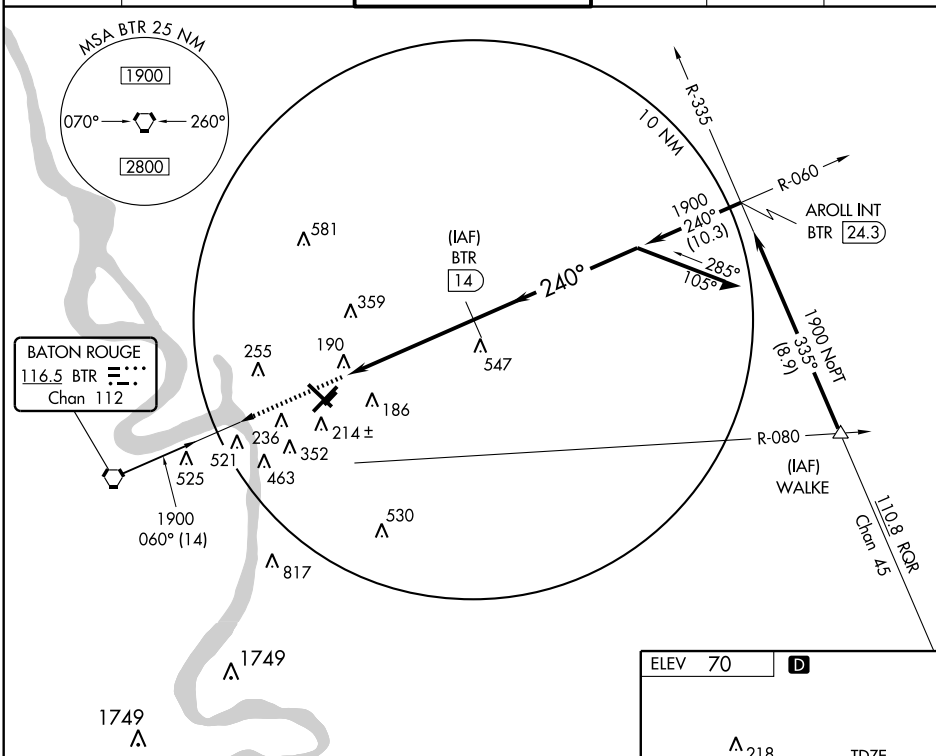
ATIS
125.2

BATON ROUGE APP CON ★
120.3 278.3

RYAN TOWER ★
118.45 (CTAF) **L** 257.8

GND CON
121.9

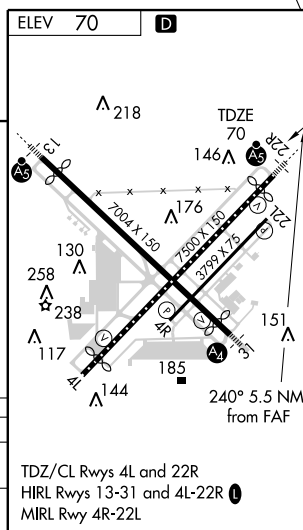
CLNC DEL
119.4

UNICOM
122.95

SC-4. 23 SEP 2010 to 21 OCT 2010

The diagram illustrates a runway layout with the following features:

- Runway Dimensions:** The runway is divided into three segments: 0.6, 0.4, and 4.5 NM.
- Navigation Aids:**
 - 2200:** Located at the top left, with an upward arrow.
 - BTR R-060:** Located below 2200, with an upward arrow.
 - BTR 116.5:** Located to the right of BTR R-060, with a hexagonal symbol.
 - BTR 9.1:** Located on the left side of the runway, with a curved arrow pointing left.
 - BTR 9.5:** Located on the left side of the runway, with a downward arrow.
 - BTR 14:** Located on the right side of the runway, with a downward arrow.
- Angles and Distances:**
 - 060°:** Angle between the runway centerline and the line connecting BTR 9.5 and BTR 14.
 - 240°:** Angle between the runway centerline and the line connecting BTR 9.1 and BTR 14.
 - 1900:** Distance from the runway centerline to BTR 14.
 - 3.05°:** Angle between the runway centerline and the line connecting BTR 9.1 and BTR 9.5.
 - TCH 52:** Threshold Crossing Height.
 - Remain within 10 NM:** Note indicating the distance from the runway centerline to BTR 14.



BATON ROUGE, LOUISIANA
Amdt 8F 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
30° 32' N-91° 09' W **VOR/DME RWY 22R**

VOR/DME RWY 22R

VORTAC BTR
116.5
Chan **112**

APP CRS
065°

Rwy Idg
TDZE **70**
Apt Elev **70**

VOR RWY 4L

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

V NoPT for arrivals on BTR VORTAC airway radials
239 CW 301. When VGSI inoperative,
ASR straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL
INT and hold.

ATIS
125.2

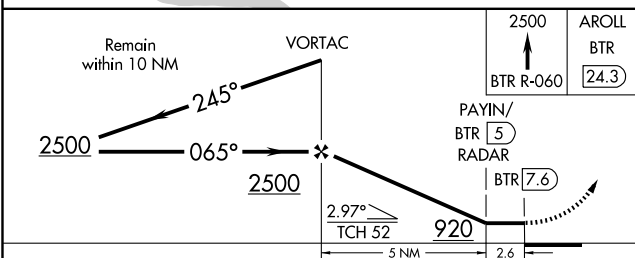
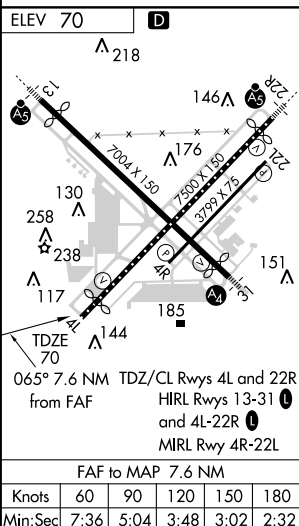
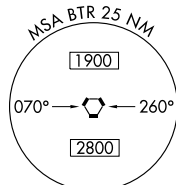
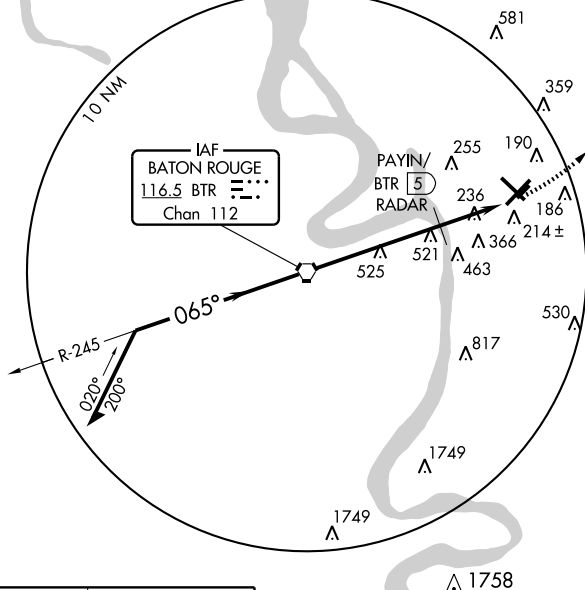
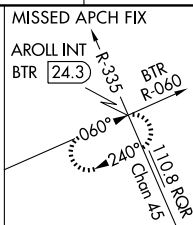
BATON ROUGE APP CON ★
120.3 278.3

RYAN TOWER ★
118.45 (CTAF) 0 257.8

GND CON
121.9

CLNC DEL
119.4

UNICOM
122.95



CATEGORY	A	B	C	D
S-4L	920-1 850 (900-1)	920-1½ 850 (900-1½)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
CIRCLING	920-1 850 (900-1)	920-1½ 850 (900-1½)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
PAYIN FIX MINIMUMS				
S-4L	620-1 550 (600-1)	620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)	620-2 550 (600-2)
CIRCLING	620-1 550 (600-1)	620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)	620-2 550 (600-2)

BATON ROUGE, LOUISIANA

Amdt 17A 08325

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30° 32' N-91° 09' W

VOR RWY 4L

BOGALUSA

GEORGE R. CARR MEM AIR FLD (BXA) 2 N UTC-6(-5DT) N30°48.82' W89°51.90'

NEW ORLEANS

119 B S4 FUEL 100LL, JET A NOTAM FILE DRI

H-6J, 8F, L-21B, 22F

RWY 18-36: H5000X100 (ASPH) S-22 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 19'. Thld dsplcd 594'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z+. Rwy 18-36 pavement has some high and low areas. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk-dawn to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (985) 732-6224.

COMMUNICATIONS: CTAF/UNICOM 122.8

® HOUSTON CENTER APP/DEP CON 126.8

GCO 135.075 (DE RIDDER FSS)

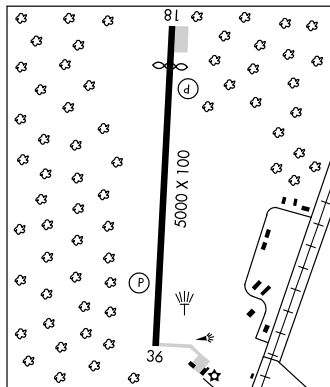
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'
W89°43.83' 330° 16.6 NM to fld. 70/5E.

BOGALUSA NDB (MHW) 353 GVB N30°52.90' W89°51.73'

182° 4.1 NM to fld. NOTAM FILE DRI. Unmonitored.

ILS 111.1 I-BXA Rwy 18. LOM CARMA NDB. LOC only.



BRISTOL

KIBS AIR PARK (L89) 3SE UTC-6(-5DT) N30°22.88' W92°08.76'

HOUSTON

51 NOTAM FILE DRI

RWY 09-27: 2640X80 (TURF)

RWY 09: Thld dspld 250'. Road. RWY 27: Trees

AIRPORT REMARKS: Attended continuously. Dsplcd thld marked with orange cones.

COMMUNICATIONS: CTAF 122.9

BUNKIE MUNI (2R6) 2 S UTC-6(-5DT) N30°57.40' W92°14.05'

HOUSTON

62 B NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3005X75 (ASPH) S-8 MIRL

IAP

RWY 18: REIL, PAPI(P2L)—GA 3.0° TCH 25'. **RWY 36:** REIL, PAPI(P2L)—GA 3.25° TCH 26'. P-line.

AIRPORT REMARKS: Unattended. Emergency fuel avbl call 318-264-2922. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn. to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

® POLK APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 80/3E. HIWAS.	116.1	AEX	Chan 108	N31°15.40' W92°30.06'	140° 22.6 NM to fld.
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NDB (MHW) 397 **BWK** **N30°51.93' W92°14.05'** **357° 5.5 NM to fld. NOTAM FILE DRI.**

BYERLEY (See LAKE PROVIDENCE)

CE 'RUSTY' WILLIAMS (See MANSFIELD)

CHENNAULT INTL (See LAKE CHARLES)

LOC I-BXA **111.1**
 APP CRS **183°**
 Rwy Ldg **4406**
 TDZE **119**
 Apt Elev **119**

LOC RWY 18

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

AWOS-3
118.025

HOUSTON CENTER
126.8 327.8

GCO
135.075

UNICOM
122.8 (CTAF) 0

880
 Δ
 McCOMB
 116.7 MCB
 Chan 114

ADF REQUIRED

ALTERNATE MISSED
 APCH FIX
 FLORENVILLE
 371 FNA



ELEV **119**

183° 3.8 NM
 from FAF

TDZE
119

5000 X 100

36

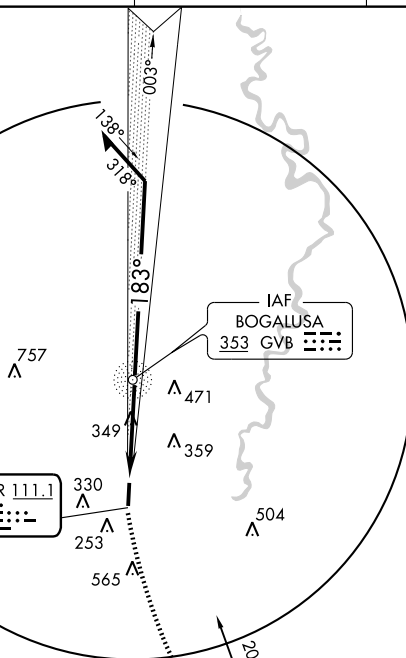
REIL Rwy 18 and 36
 MRL Rwy 18-36

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

BOGALUSA, LOUISIANA

Amdt 2 22OCT09

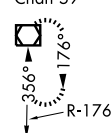


MSA GVB 25 NM

1900

MISSED APCH FIX

PICAYUNE
 112.2 PCU
 Chan 59



PICAYUNE
 112.2 PCU
 Chan 59

2000

PCU
 112.2

NDB

Remain
 within 10 NM

2000

1500

VGSI and descent angles
 not coincident.

CATEGORY	A	B	C	D
S-18	600-1 481 (500-1)		600-1¼ 481 (500-1¼)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

30°49' N-89°52' W

LOC RWY 18

WAAS CH 72613 W18A	APP CRS 183°	Rwy Idg TDZE 119 Apt Elev 119	4406 119 119
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RNAV (GPS) RWY 18

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

- ▼ Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

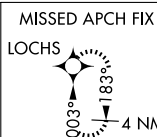
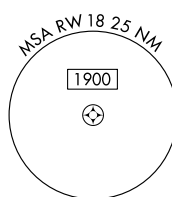
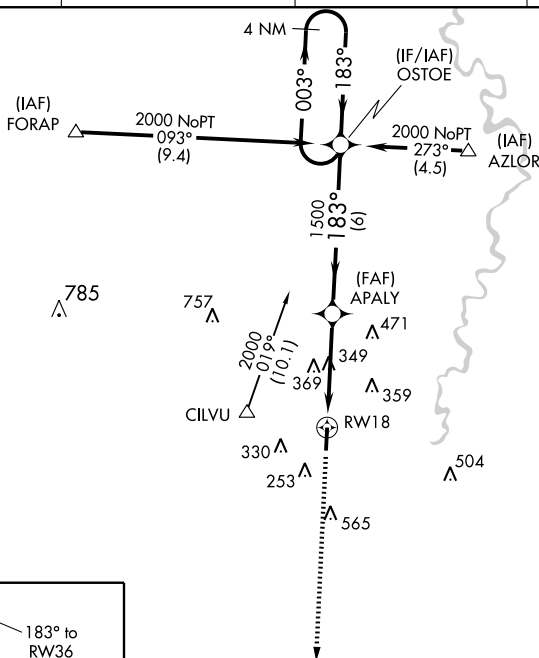
MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3
118.025

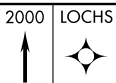
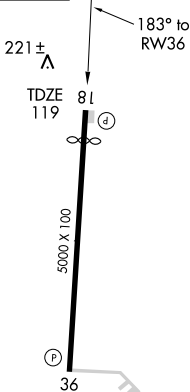
HOUSTON CENTER
126.8 327.8

GCO
135.075

UNICOM
122.8 (CTAF) 0

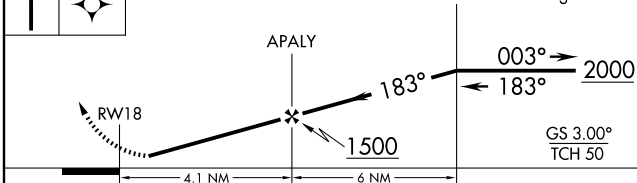


ELEV **119**



VGSI and RNAV Glidepath not coincident.

OSTOE 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	463-1¼	344 (400-1¼)		NA
LNAV/VNAV DA	532-1½	413 (500-1½)		NA
LNAV MDA	620-1	501 (600-1)	620-1½ 501 (600-1½)	NA
CIRCLING	620-1	501 (600-1)	720-1¾ 601 (700-1¾)	NA

REIL Rwy 18 and 36 0

MIRL Rwy 18-36 0

BOGALUSA, LOUISIANA

Orig 22OCT09

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

30°49' N-89°52' W

RNAV (GPS) RWY 18

PCU VOR/DME 112.2 Chan 59	APP CRS 150°	Rwy Idg TDZE N/A Apt Elev 119
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VOR/DME-A

BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A.)

▼ If local altimeter setting not received;
▲ NA use New Orleans Lakefront altimeter setting
and increase all MDAs 220 feet.

MISSED APPROACH: Climb to
2000 direct PCU VOR/DME.

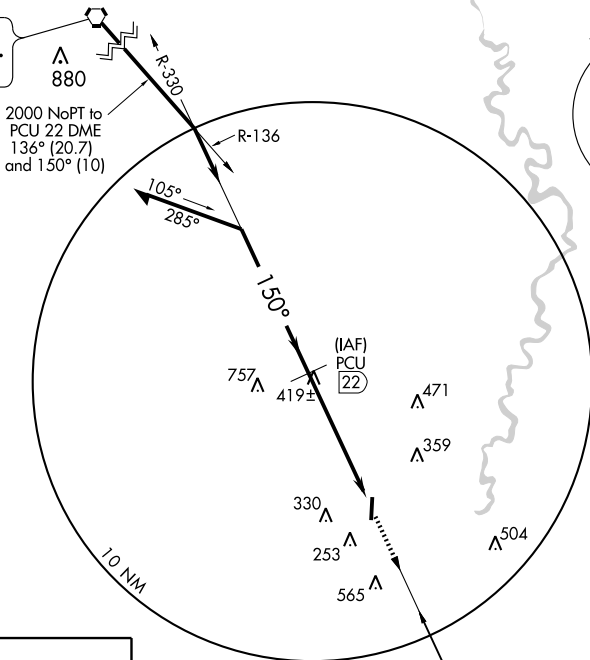
AWOS-3
118.025

HOUSTON CENTER
126.8 327.8

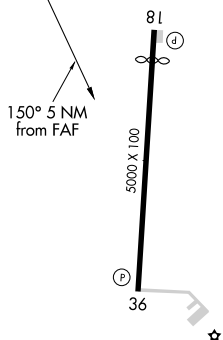
GCO
135.075

UNICOM
122.8 (CTAF) **0**

IAF
Mc COMB
116.7 MCB
Chan 114

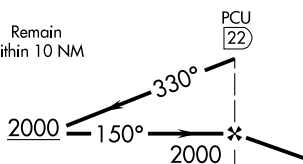


ELEV 119



REIL Rws 18 and 36 **0**
MIRL Rwy 18-36 **0**

Remain
within 10 NM



2000
↑

PCU
112.2

PCU
17

CATEGORY	A	B	C	D
CIRCLING	680-1 561 (600-1)		720-134 601 (700-134)	NA

AIRPORT DIAGRAM

AFD-391 [USAF]

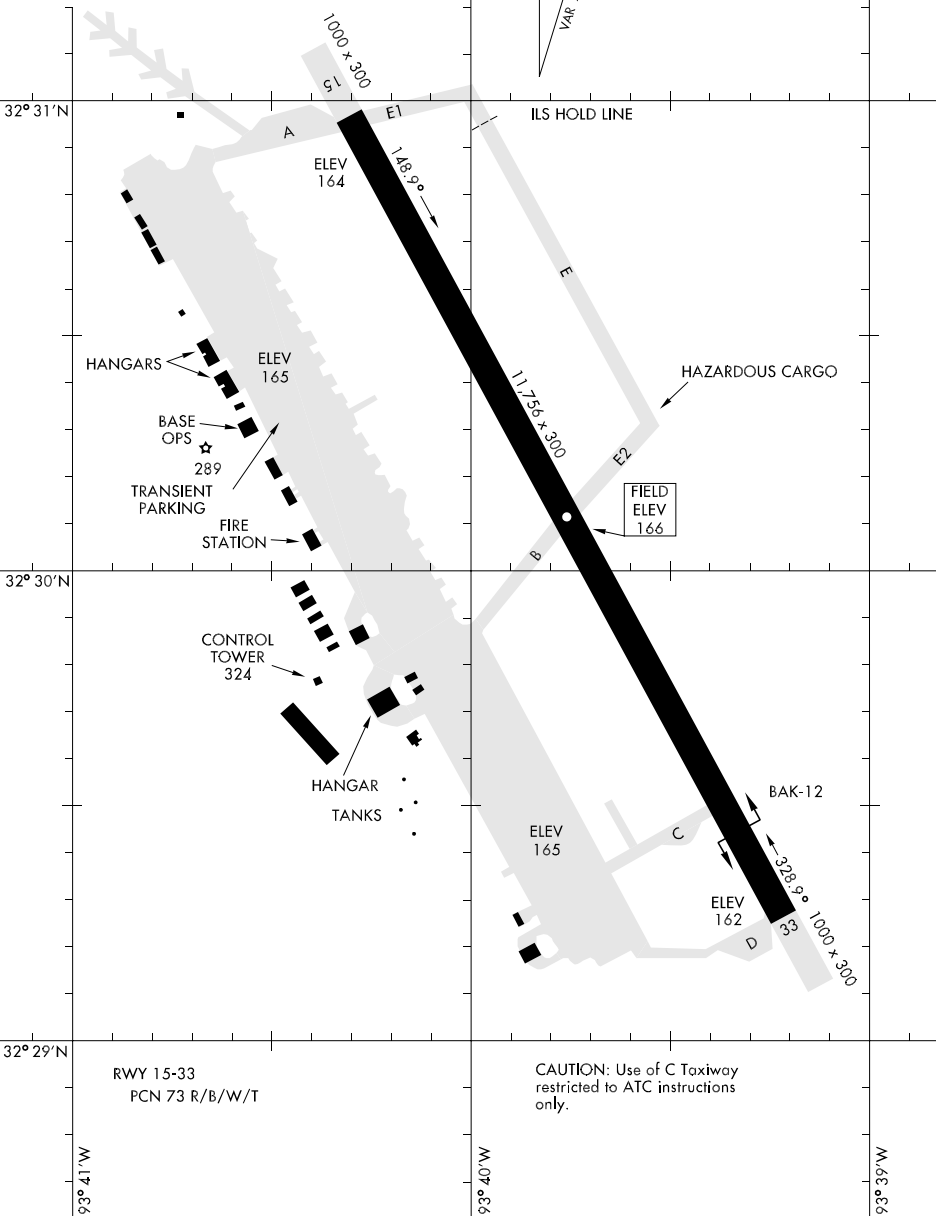
BARKSDALE AFB (KBAD)

BOSSIER CITY, LOUISIANA

ATIS
307.025
BARKSDALE TOWER
128.25 278.3
GND CON
121.8 275.8

JUNE 2008
ANNUAL RATE OF CHANGE
0.1° W

VAR 2.0° E



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WGS-84 DATUM

BOSSIER CITY, LOUISIANA
BARKSDALE AFB (KBAD)

ATLANTIS ATP N27°11.73' W90°01.62'
AWOS-3 119.525

L-21B, GOMC

BARKSDALE AFB (BAD)(KBAD) AF 3 E UTC-6(-5DT) N32°30.12' W93°39.76'

MEMPHIS

166 B TPA—See Remarks AOE NOTAM FILE DRI Not insp.

H-61, L-17E

RWY 15-33: H11777X300 (PEM) PCN 73 R/B/W/T HIRL

DIAP, AD

RWY 15: ALSF1. PAPI(P4L). RWY 33: ALSF1. PAPI(P4L).

ARRESTING GEAR/SYSTEMS

BAK-12B(B)(1100') RWY 33

MILITARY SERVICE: LGT Rwy 15 and Rwy 33 Sequence Flashing Lights offset 2.5' from centerline. **A-GEAR** BAK12B for Air Warrior acft use only, unsvc other times. W Side A-Gear mark permanently removed. **JASU 1(MA-1A)** 7(A/M32A-86) 1(A/M32A-95) 1(A/M32A-60) **FUEL J8 FLUID W SP PRESAIR LHOX LOX OIL** O-132-133-148-156 JOAP **TRAN ALERT** Tran maintenance hrs of svc are Mon-Fri 1400-0100Z†, Sat and Sun 1400-0000Z†. Clsd holidays. No priority basis. Expect svc delays of 2 hrs or more. Ltd fleet svc avbl. No demineralized water avbl.

MILITARY REMARKS: Attended continuously. Clsd holidays. **RSTD** PPR, call Base OPS DSN 781-3226/4978 or C318-456-3226. Call Comd Post for multi apch DSN 781-2151. Practice apch may be restricted by twr, depending on tfc and time of day. PPR issued up to 7 days prior to arr. PPR good for +/- 15 minute PPR time. Coordination of PPR outside of block time by telephone is rqr or PPR Number will be considered cancelled. Engine running offload ops not permitted. 180° turns for C135 and heavy acft are authorized in the first 750' Rwy 15 and the first 1000' Rwy 33. Tran acft with ordnance not authorized. Twy C restricted to assigned A-10 only. Twy E, E1, and Twy C unlighted and usable for daylight VFR only. Training for tran acft will not be permitted to interfere with local acft opr. Non-ACC acft may be subjected to less than required Quantity-Distance separation due munitions opr. Aircrews should exercise appropriate risk management in determining airfield suitability. All tran aircrews must report to Base OPS. **CAUTION** Lgt acft and parachute opr invof Shreveport Downtown 3.3 NM NW during final apch Rwy 15 and dep Rwy 33. **TFC PAT** Retangular 1200' (1034'), Overhead 1700' (1534') VFR helicopter enter tfc pattern at 700(534) from E and 1000(834) from W. Overflight of munitions storage area E-NE fld not authorized. **MISC** Weather briefing for transient aircrews byd normal opr hr avbl via 26 OWS at Barksdale AFB DSN 331-2651 or C318-529-2651. Aflid wx is monitored by AN/FMQ-1 ASOS and augmented by human obsn when rqr during aflid opr hrs. Observed surface visibility restricted from 150° to 330° by obstructions and lack of visibility markers byd 2 mi. First 1184' Rwy 15 and first 1600' Rwy 33 is conc. Middle 8972' is asph with first 3000' at each end having a 75' wide conc keel surface in center and the middle 2972' having a 50' conc keel surface. Acft with distinguished visitor ctc PTD or Comd Post at least 20 minutes prior to ETA. ACC RSRs applied to Acc acft only. Aflid ops unable to issue COMSEC and has ltd storage capability.

COMMUNICATIONS: ATIS 307.025 PTD 254.425

① **SHREVEPORT APP/DEP CON** 123.75 360.725 (320°-152°) 119.9 335.55 (153°-319°)

TOWER 128.25 278.3 Clsd holidays.

END CON 121.8 275.8

COMD POST (Call RAYMOND 06) 311.0 321.0 **PMSV METRO** 227.4 (No svc outside airfield opr hrs, ctc Comd Post)

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

ELM GROVE (L) VORTAC 111.2 EMG Chan 49 N32°24.01' W93°35.71' 324° 7.0 NM to fld. 160/7E. **HIWAS.**

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 148° 17.8 NM to fld. 190/7E. NOTAM FILE SHV.

(L) TACAN Chan 105 BAD (115.8) N32°30.20' W93°40.07' at fld. 163/5E. NOTAM FILE BAD. Monitored during published opr hrs only. TACAN No NOTAM MP Wed 0900-1200Z†.

TACAN unusable:

041°-070° byd 20 NM blo 5,000'

180°-270° byd 26 NM blo 4,000'

071°-109° byd 35 NM blo 3,000'

270°-284° byd 15 NM

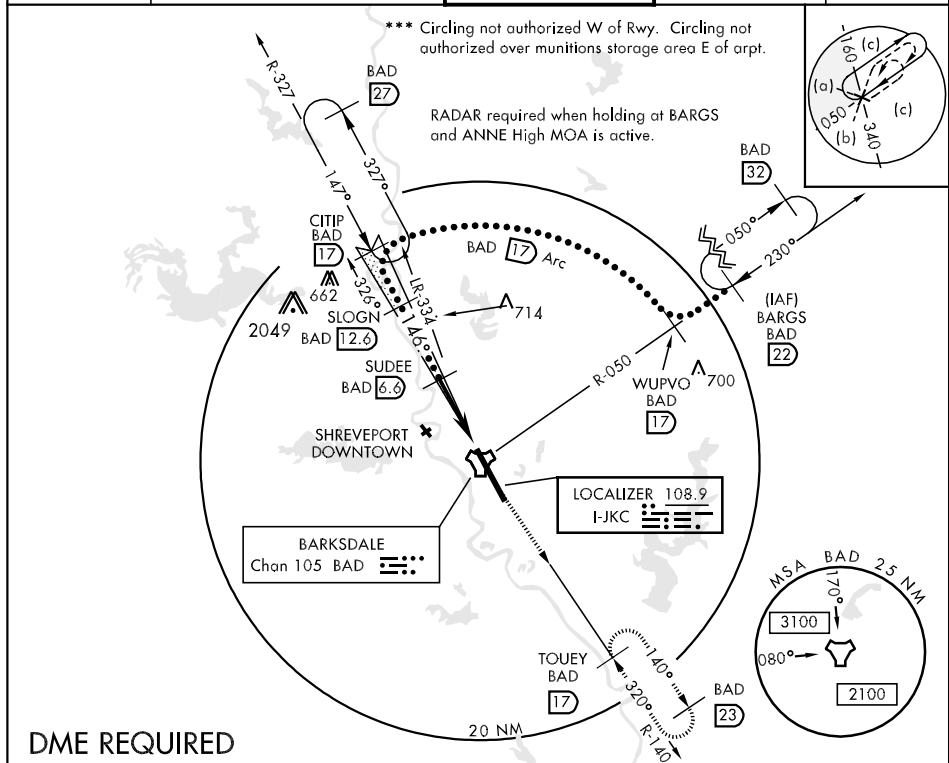
ILS 108.9 I-JKC Rwy 15. ILS No NOTAM MP Tue, Thu 1100-1400Z†. Monitored during published opr hrs only.

ILS 109.9 I-BAD Rwy 33. ILS No NOTAM MP Tue, Thu 1100-1400Z†. Monitored during published opr hrs only.

ASR (1100-0600Z†)

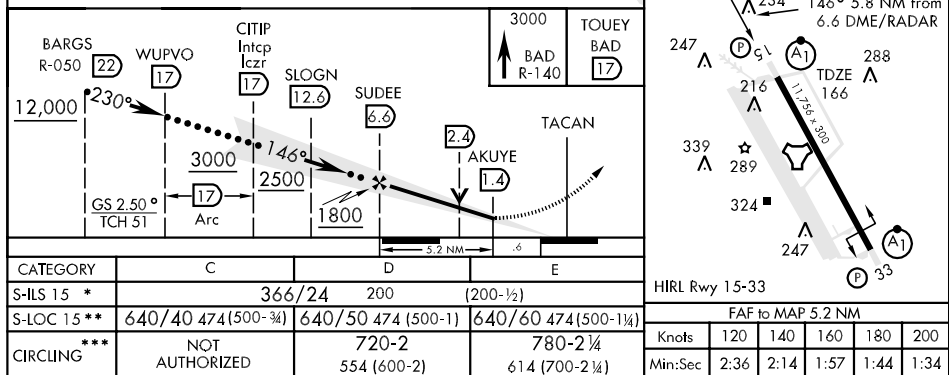
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOC I-JKC 108.9	APCH CRS 146°	Rwy ldg 11,756 TDZE 166 Arpt Elev 166	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ mile, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR



DME REQUIRED

EMERG SAFE ALT 100 NM 3300



LOC I-BAD 109.9	APCH CRS 326°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166
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JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles,
 CAT DE vis to $1\frac{1}{2}$ miles.

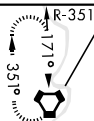
ALSF-1



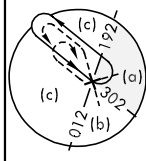
MISSED APPROACH: Climb to 3100
 direct to EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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*** Circling not authorized W of Rwy.
 Circling not authorized over munitions
 storage area E of arpt.

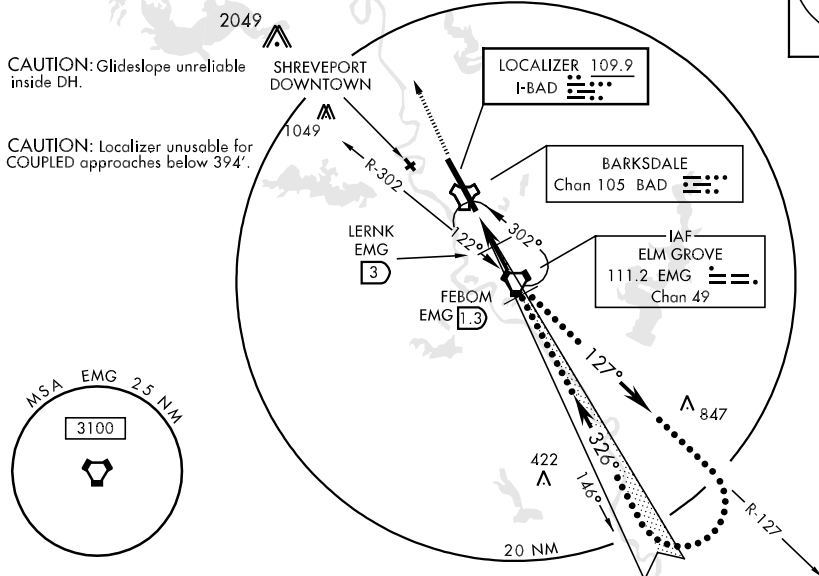


BELCHER
117.4 EIC **...**
Chan 121



CAUTION: Glideslope unreliable
 inside DH.

CAUTION: Localizer unusable for
 COUPLED approaches below 394'.



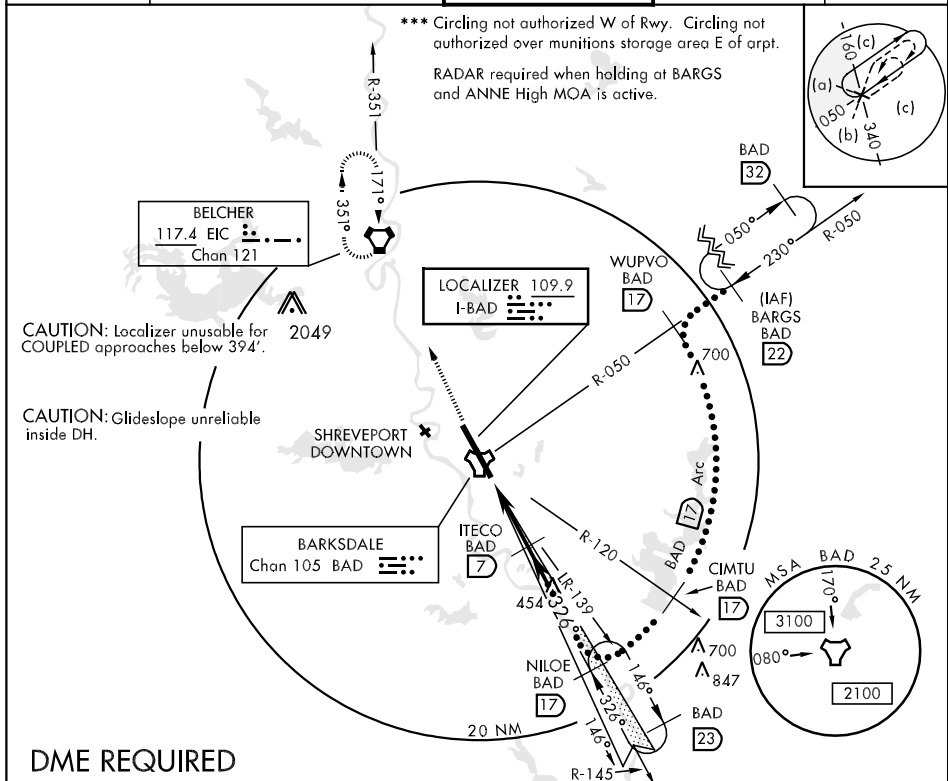
DME REQUIRED

EMERG SAFE ALT 100 NM 3300

<div>3100</div> <div>EIC</div> <div>↑ LOC only</div> <div>TACAN</div> <div>APDAG EMG 5.4</div> <div>EMG 4.3</div> <div>↑ LERNK EMG 3</div> <div>EMG VORTAC</div> <div>12,000</div> <div>127°</div> <div>FEBOM EMG 1.3</div> <div>326°</div> <div>Right at 8000</div> <div>Remain within 23 NM of ELM GROVE.</div> <div>GS 2.50°</div> <div>TCH 48</div> <div>0.5</div> <div>6.7 NM</div> <div>1000</div> <div>2200</div>				ELEV 166	
<div>247</div> <div>289</div> <div>339</div> <div>324</div> <div>247</div> <div>11,756 x 300</div> <div>326° 7.2 NM from FAF</div> <div>176</div> <div>161</div> <div>33</div> <div>TDZE 163</div> <div>HIRL Rwy 15-33</div>				<div>FAF to MAP 6.7 NM</div> <div>Knots</div> <div>120</div> <div>140</div> <div>160</div> <div>180</div> <div>200</div> <div>Min:Sec</div> <div>3:21</div> <div>2:52</div> <div>2:31</div> <div>2:14</div> <div>2:01</div>	
CATEGORY	C	D	E		
S-ILS 33*	363/24	200	(200-1/2)		
S-LOC 33**	620/40 457 (500-3/4)	620/50	457 (500-1)		
CIRCLING***	NOT AUTHORIZED	720-2 554 (600-2)	780-2 1/4 614 (700-2 1/4)		

LOC I-BAD 109.9	APCH CRS 326°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166	JAL-391 [USAF]	BARKSDALE AFB (KBAD)
*When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. **When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.			ALS F-1 	MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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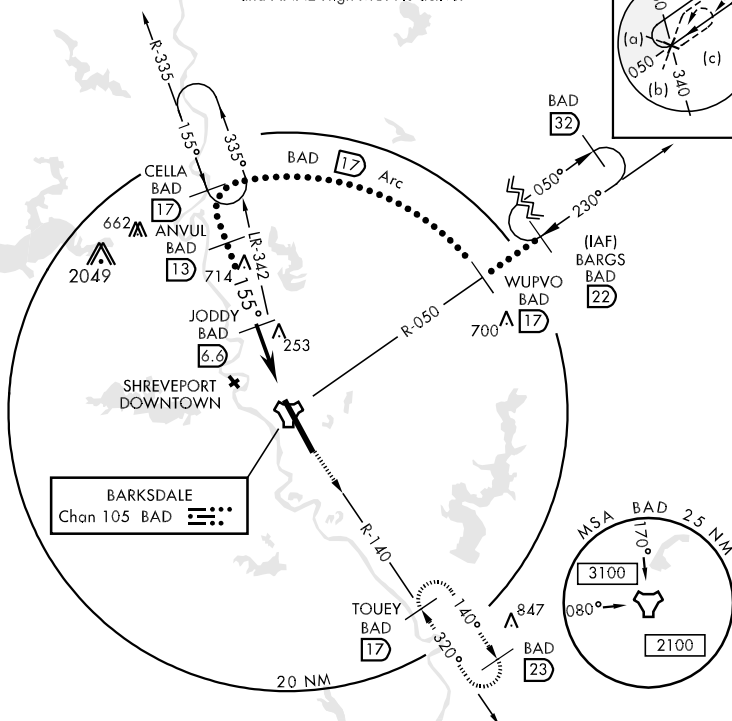


ELEV 166							
3100 ↑ EIC 			FAF to MAP 5.2 NM				
TACAN 			Knots 120 140 160 180 200				
CATEGORY C D E			Min:Sec 2:36 2:14 1:57 1:44 1:34				
S-ILS 33 *							
S-LOC 33 **							
CIRCLING ***							

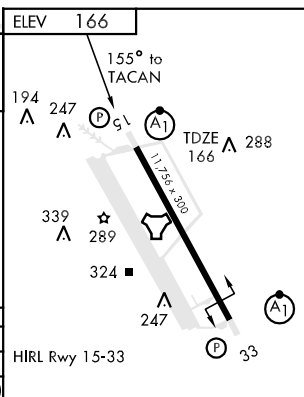
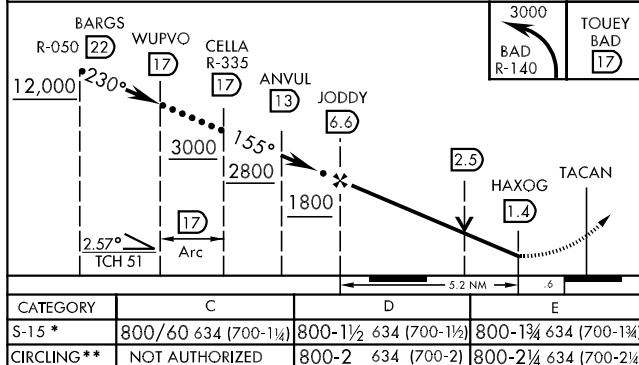
BARKSDALE AFB (KBAD)

MISSED APPROACH: Climb to 3000
via BAD R-140 direct TOUEY and hold.

100



EMERG SAFE ALT 100 NM 3300



BARKSDALE AFB (KBAD)

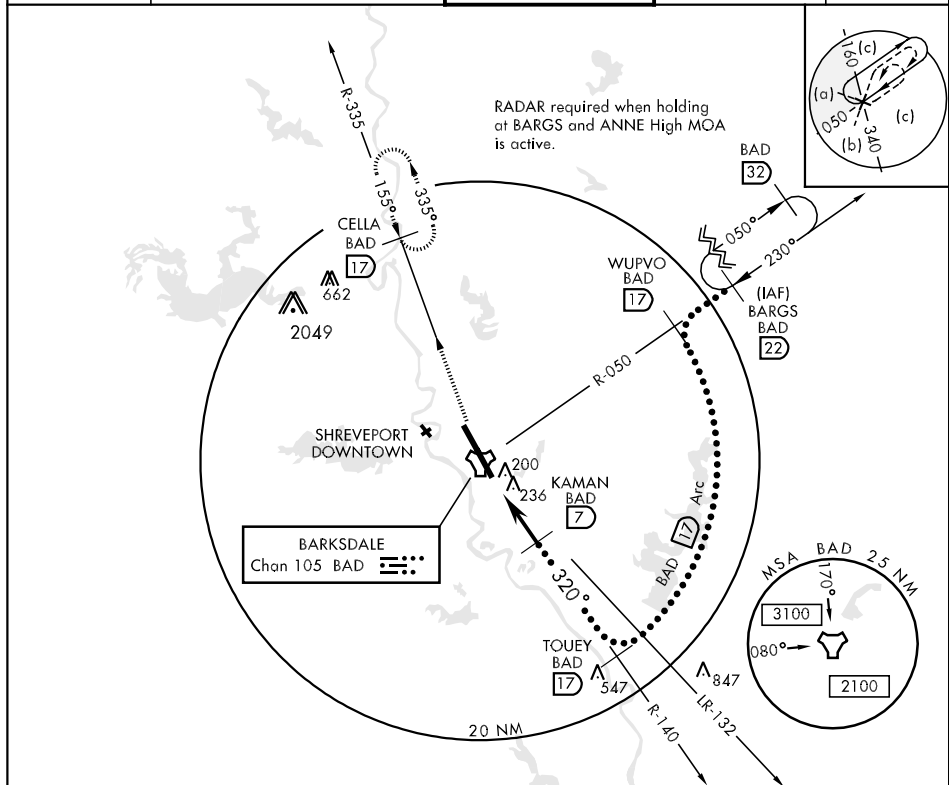
Amdt 2 10042

HI-TACAN RWY 15

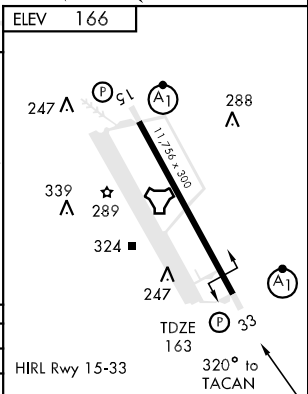
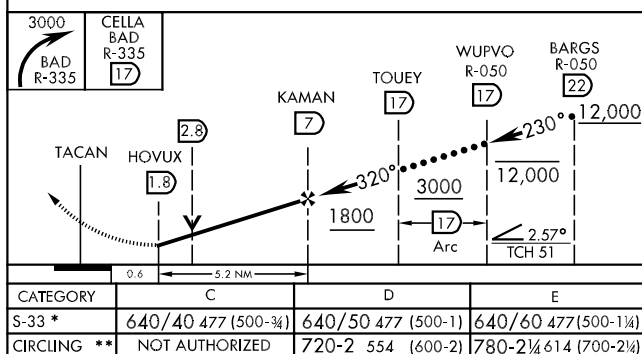
SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

TACAN BAD Chan 105	APCH CRS 320°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166	JAL-391 [USAF]	BARKSDALE AFB (KBAD)	
* When ALS inop, increase vis all CAT ½ mile. ** Circling not authorized over munitions storage area E of arpt. Circling not authorized over munitions storage area E of arpt.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.	
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.8 278.3	GND CON 121.8 275.8	ASR	



EMERG SAFE ALT 100 NM 3300



VORTAC EMG 111.2 Chan 49	APCH CRS 323°	Rwy Idg 11,756 TDZE 163 Arprt Elev 166
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JAL-391 [USAF]

BARKSDALE AFB (KBAD)

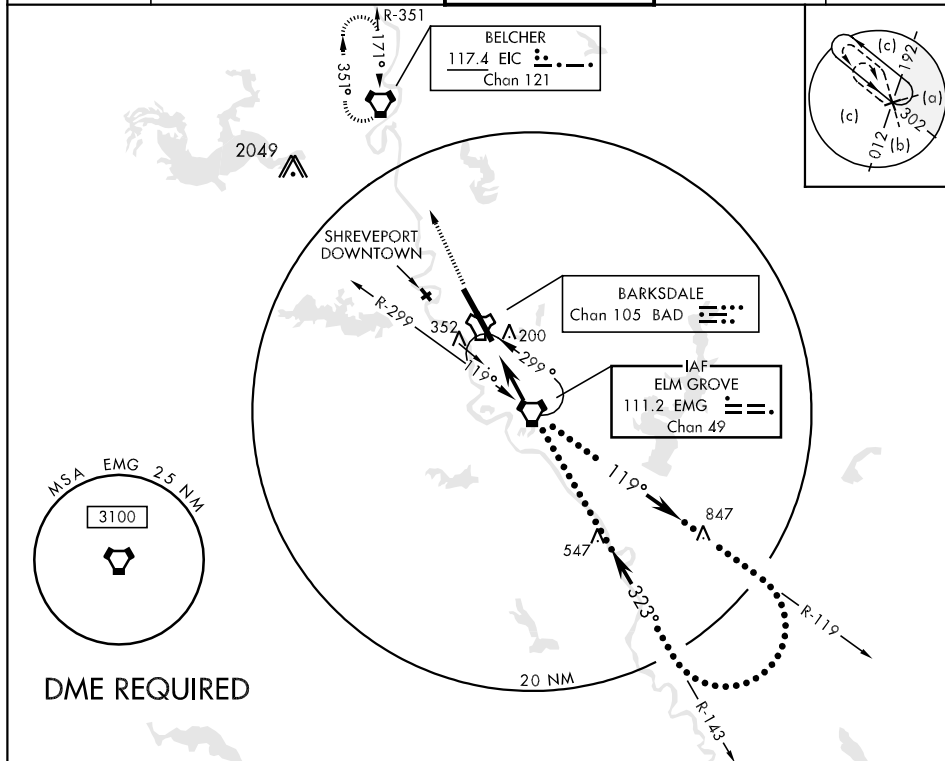
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 ** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arprt.

ALSF-1

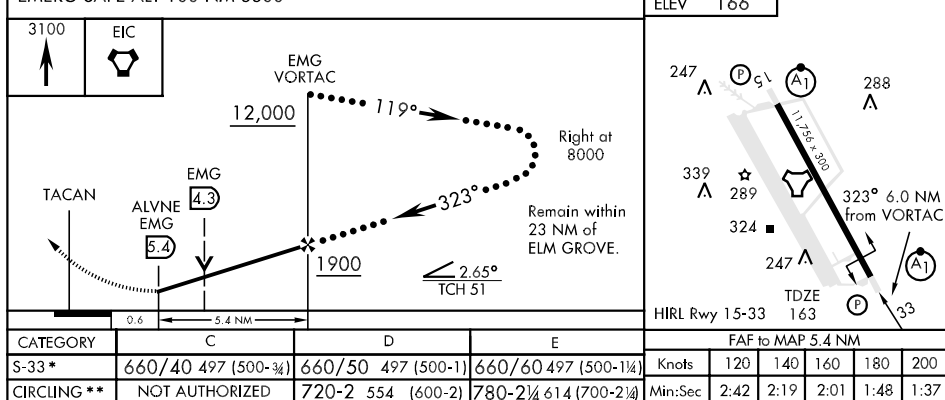


MISSED APPROACH: Climb to 3100
direct to EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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EMERG SAFE ALT 100 NM 3300



BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARKSDALE AFB (KBAD)

Amdt 1 10042

LOC I-BAD 109.9	APCH CRS 326°	Rwy Idg 11,756 TDZE 163 Arpt Elev 166	AL-391 [USAF]	BARKSDALE AFB (KBAD)
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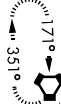
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ miles.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1,
 CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Climb to
 3100 direct EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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*** Circling not authorized W of
 Rwy. Circling not authorized
 over munitions storage area E
 of airport.



BELCHER
 117.4 EIC
 Chan 121

LOCALIZER 109.9
 I-BAD

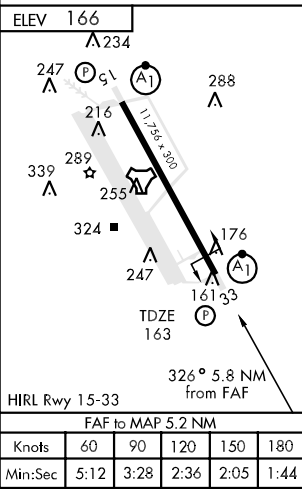
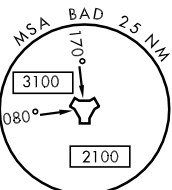
BARKSDALE
 Chan 105 BAD

DME REQUIRED

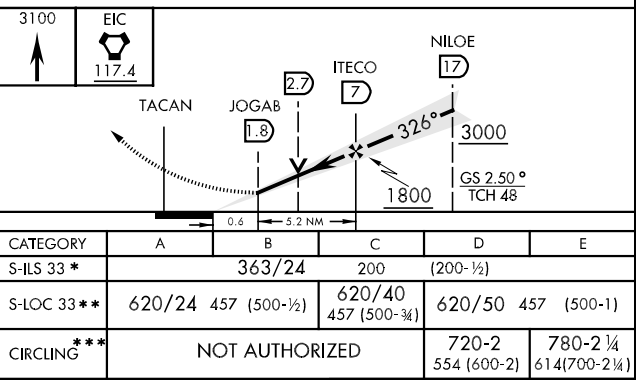
CAUTION: Localizer unusable for
 COUPLED approaches below 394'.


CAUTION: Glideslope unreliable
 inside DH.

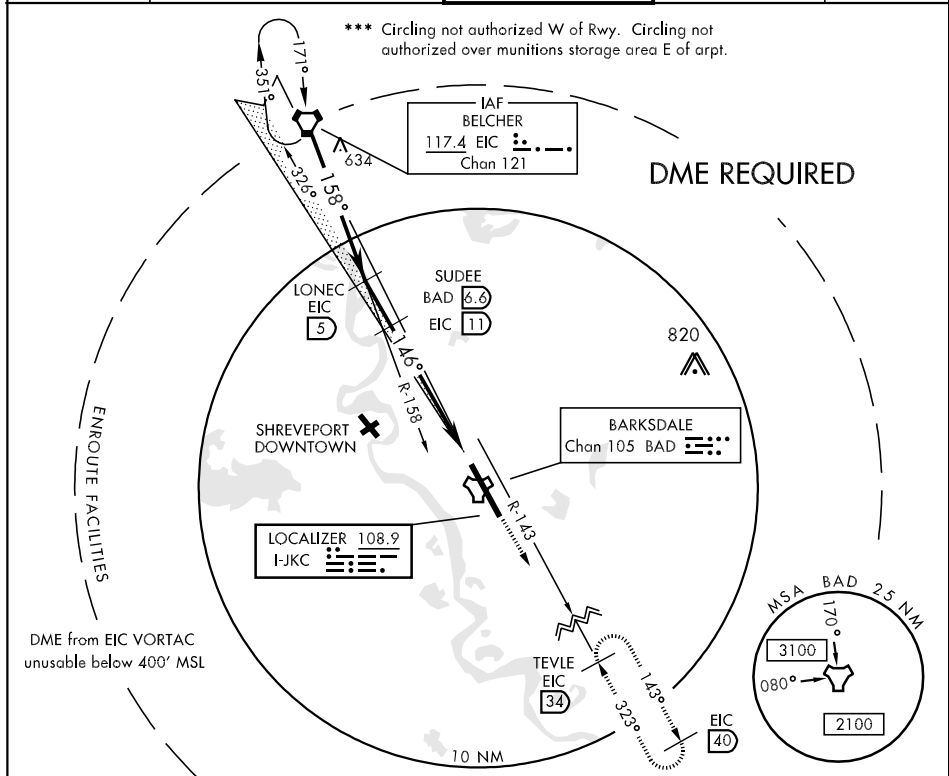
ENROUTE FACILITIES



EMERG SAFE ALT 100 NM 3300



LOC I-JKC 108.9	APCH CRS 146°	Rwy Idg 11,756 TDZE 166 Arpt Elev 166	AL-391 [USAF]	BARKSDALE AFB (KBAD)		
*When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ mile, CAT D vis to 1 ½ miles, CAT E vis to 1 ¾ miles.			ALSF-1 	MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.		
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		BARKSDALE TOWER 128.25 278.3		GND CON 121.8 275.8	ASR

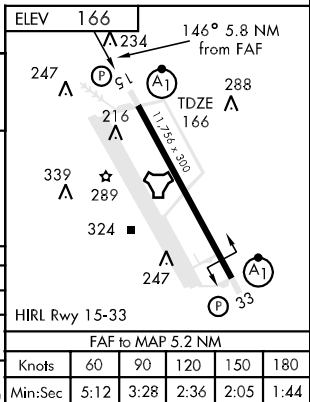



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

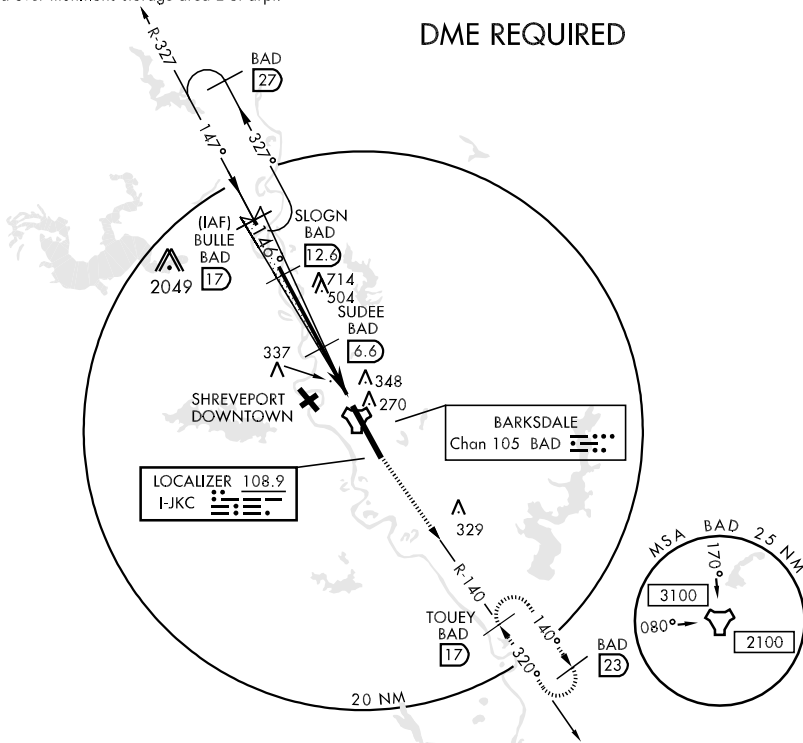
EMERG SAFE ALT 100 NM 3300

CATEGORY	A	B	C	D	E
S-ILS 15 *	366/24		200	(200-½)	
S-LOC 15 **	640/24	474 (500-½)	640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING ***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)

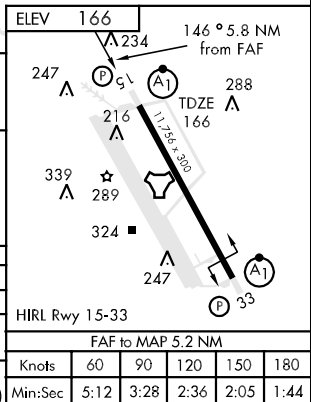
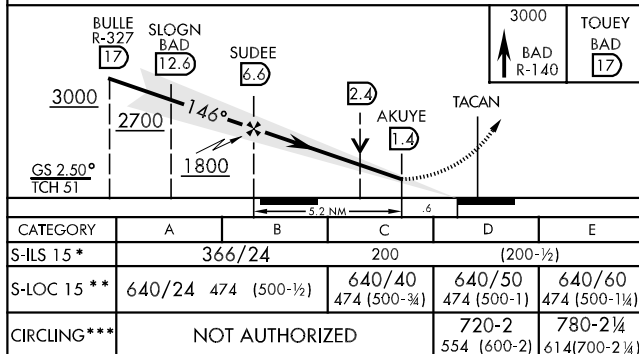


LOC I-JKC 108.9	APCH CRS 146°	Rwy Idg 11,756 TDZE 166 Arpt Elev 166	AL-391 [USAF]		BARKSDALE AFB (KBAD)	
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.		
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55		BARKSDALE TOWER 128.25 278.3		GND CON 121.8 275.8	ASR

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300



TACAN Chan 105	APCH CRS 155°	Rwy Idg 11,756 TDZE 166 Arpt Elev 166
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AL-391 [USAF]

BARKSDALE AFB (KBAD)

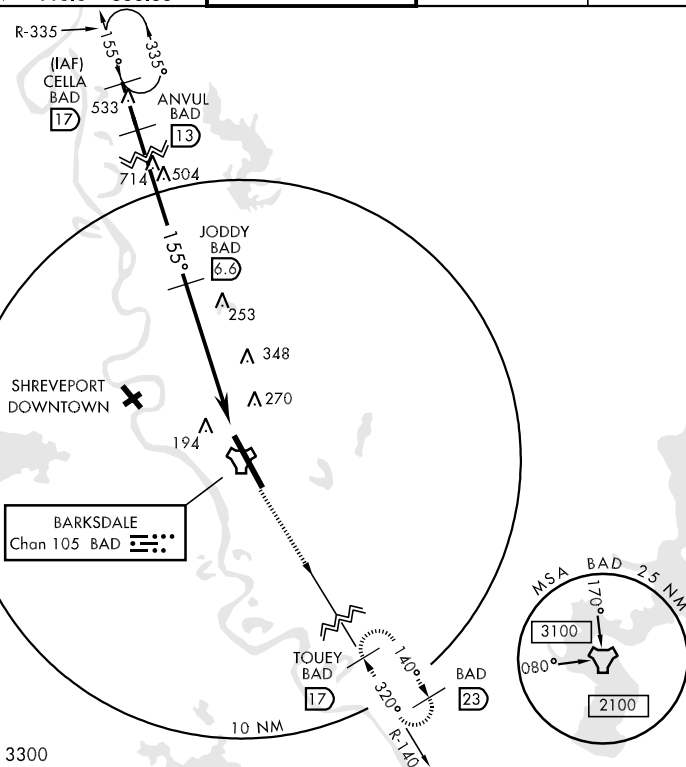
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.



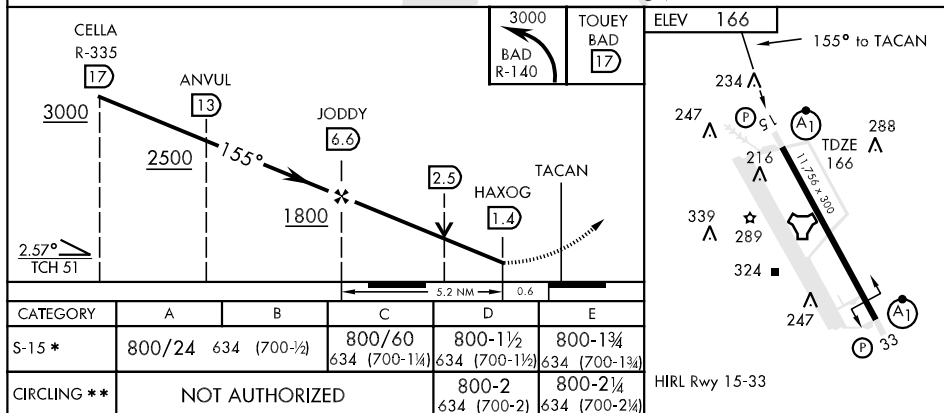
MISSED APPROACH: Climb to 3000 via
BAD R-140 direct TOUEY and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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** Circling not authorized W of
Rwy. Circling not
authorized over munitions
storage area E of arpt.



EMERG SAFE ALT 100 NM 3300



TACAN BAD Chan 105	APCH CRS 320°	Rwy Idg 11,756 TDZE 163 Arpt Elev 166
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AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles,
CAT E vis to 1¾ miles.

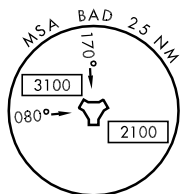
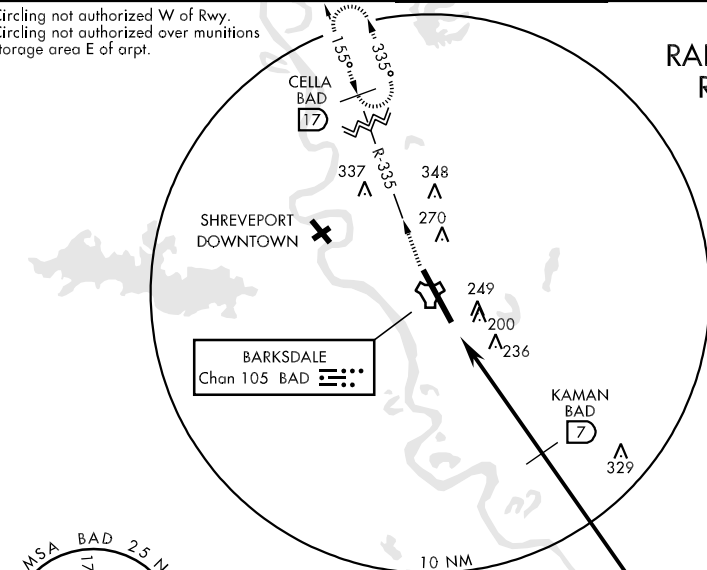


MISSED APPROACH: Climb to 3000 via
BAD R-335 direct CELLA and hold.

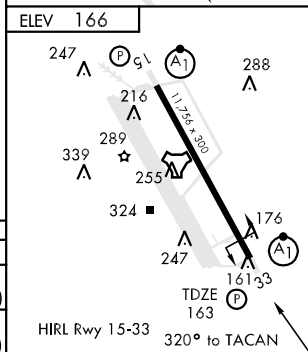
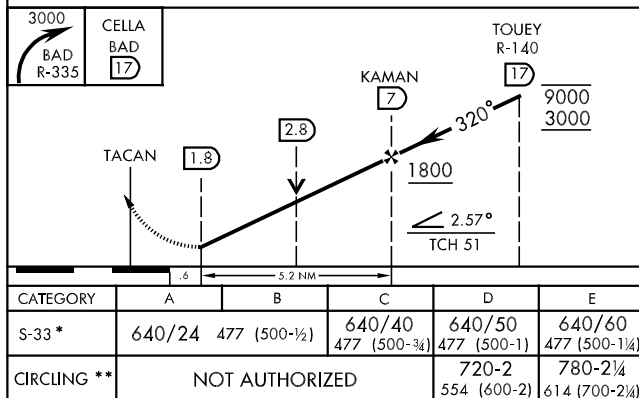
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 275.8	ASR
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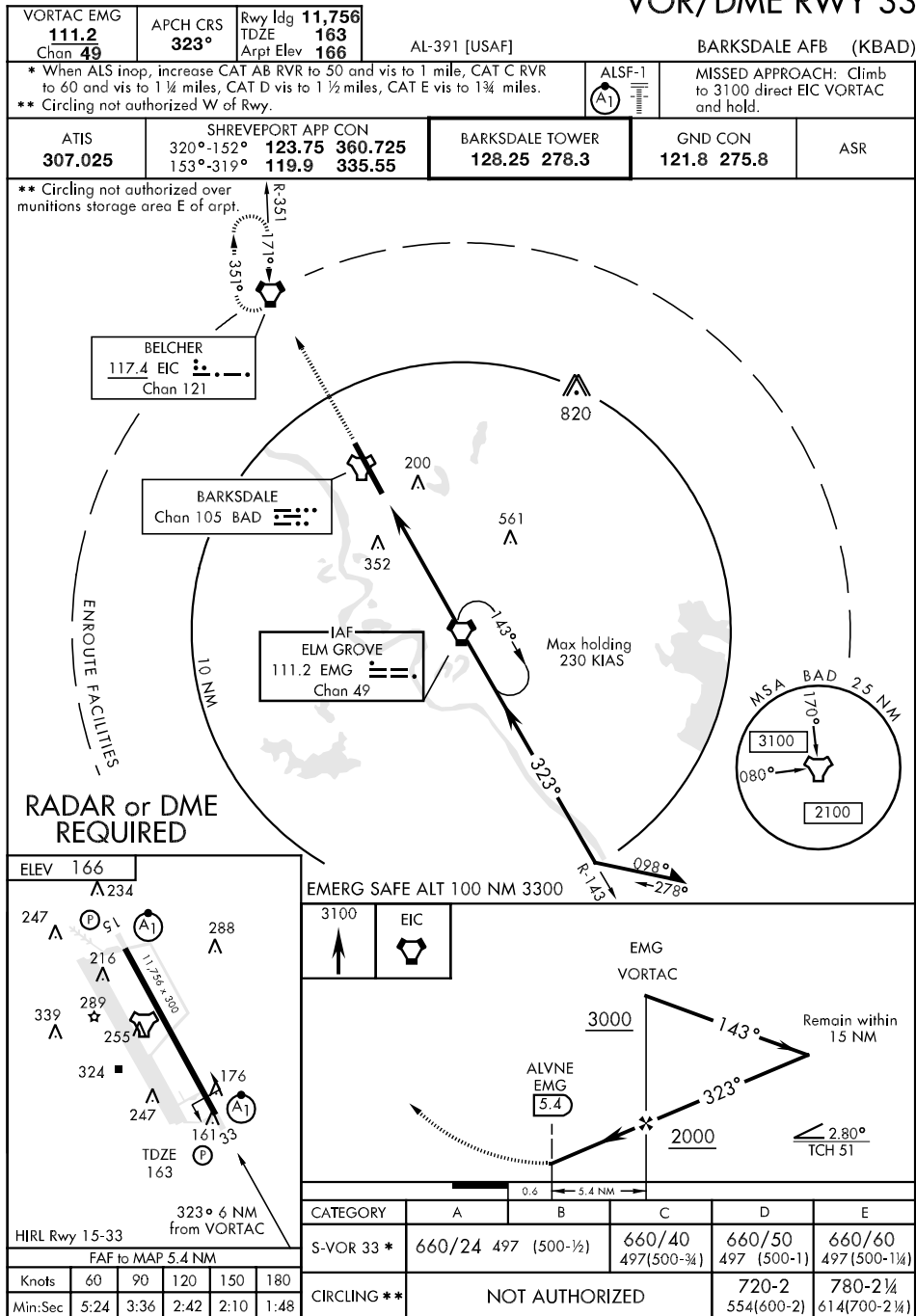
** Circling not authorized W of Rwy.
Circling not authorized over munitions
storage area E of arpt.

**RADAR or DME
REQUIRED**



EMERG SAFE ALT 100 NM 3300





SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

BOGALUSA

GEORGE R. CARR MEM AIR FLD (BXA) 2 N UTC-6(-5DT) N30°48.82' W89°51.90'

NEW ORLEANS

119 B S4 FUEL 100LL, JET A NOTAM FILE DRI

H-6J, 8F, L-21B, 22F

RWY 18-36: H5000X100 (ASPH) S-22 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 19'. Thld dspcd 594'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z. Rwy 18-36 pavement has some high and low areas. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk-dawn to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (985) 732-6224.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8

GCO 135.075 (DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

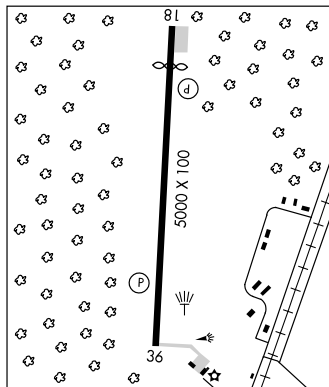
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 330° 16.6 NM to fld. 70/5E.

BOGALUSA NDB (MHW) 353 GVB N30°52.90' W89°51.73'

182° 4.1 NM to fld. NOTAM FILE DRI. Unmonitored.

ILS 111.1 I-BXA Rwy 18. LOM CARMA NDB. LOC only.



BRISTOL

KIBS AIR PARK (L89) 3SE UTC-6(-5DT) N30°22.88' W92°08.76'

HOUSTON

51 NOTAM FILE DRI

RWY 09-27: 2640X80 (TURF)

RWY 09: Thld dspcd 250'. Road.

RWY 27: Trees

AIRPORT REMARKS: Attended continuously. Dspcd thld marked with orange cones.

COMMUNICATIONS: CTAF 122.9

BUNKIE MUNI (2R6) 2 S UTC-6(-5DT) N30°57.40' W92°14.05'

HOUSTON

62 B NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3005X75 (ASPH) S-8 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 25'. RWY 36: REIL. PAPI(P2L)—GA 3.25° TCH 26'. P-line.

AIRPORT REMARKS: Unattended. Emergency fuel avbl call 318-264-2922. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **POLK APP/DEP CON** 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 140° 22.6 NM to fld.

80/3E. HIWAS.

NDB (MHW) 397 BWK N30°51.93' W92°14.05' 357° 5.5 NM to fld. NOTAM FILE DRI.

BYERLEY (See LAKE PROVIDENCE)

CE 'RUSTY' WILLIAMS (See MANSFIELD)

CHENNAULT INTL (See LAKE CHARLES)

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

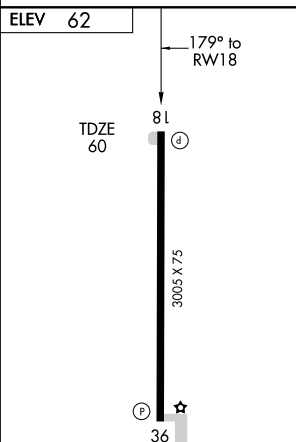
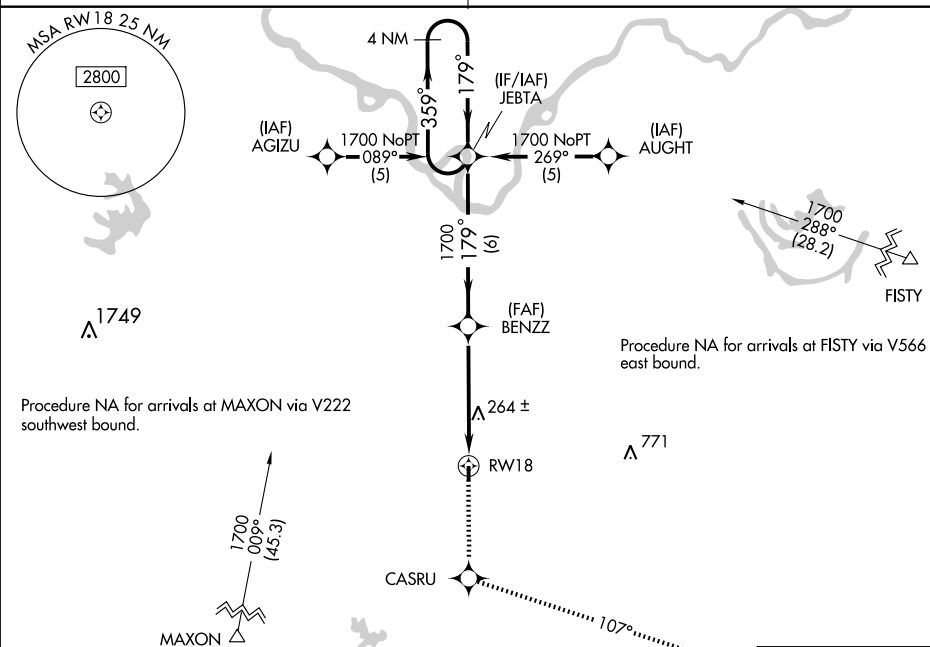
▼ DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

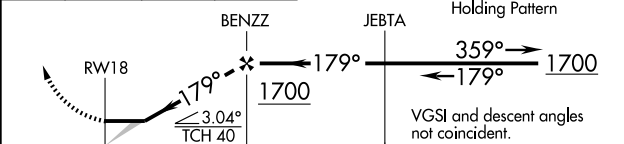
▲ NA

MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON
125.4 302.2

CTAF
122.9 0



2000	CASRU	107° TRK	MOGAN △	
 <p>4 NM Holding Pattern</p> <p>BENZZ</p> <p>JEBTA</p> <p>RW18</p> <p>179°</p> <p>1700</p> <p>3.04°</p> <p>TCH 40</p> <p>5 NM</p> <p>6 NM</p> <p>359°</p> <p>179°</p> <p>1700</p> <p>VGSI and descent angles not coincident.</p>				
CATEGORY	A	B	C	D
LNNAV MDA	600-1	540 (600-1)	NA	
CIRCLING	600-1	538 (600-1)	NA	

APP CRS	Rwy Idg	3005
359°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 36

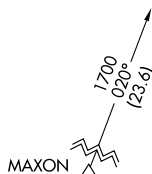
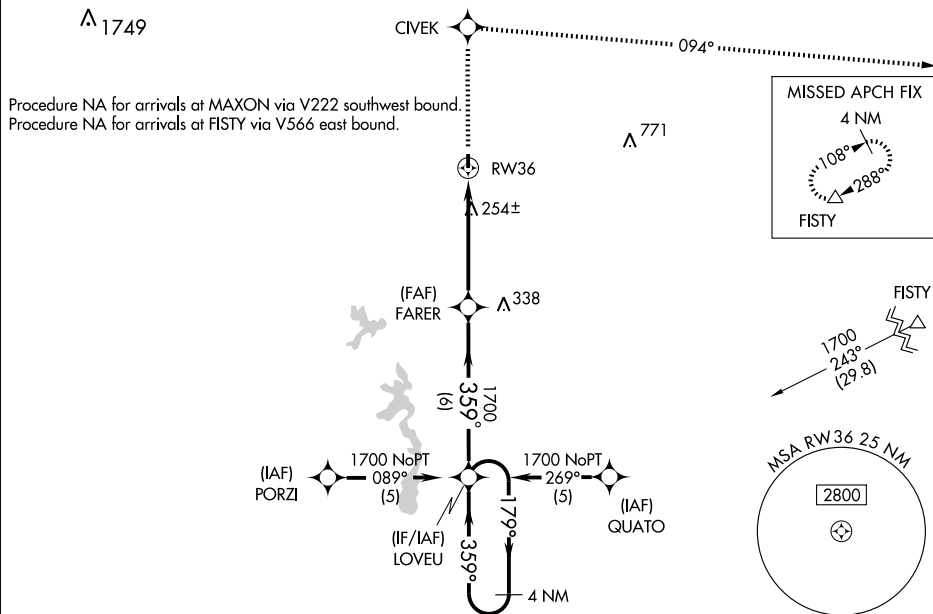
BUNKIE MUNI (2R6)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Alexandria Intl altimeter setting; when not received,
 use Esler Rgnl altimeter setting.

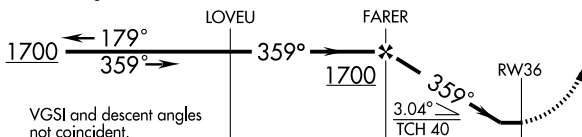
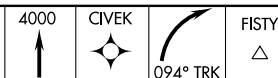
MISSED APPROACH: Climb to 4000 direct CIVEK
 and right turn via 094° track to FISTY and hold.

POLK APP CON
125.4 302.2

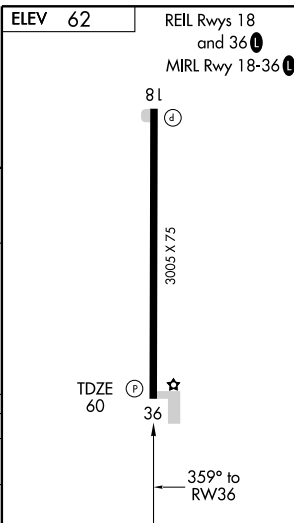
CTAF
122.9 0



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	580-1 520 (600-1)		NA	
CIRCLING	580-1 518 (600-1)		NA	



VORTAC AEX <u>116.1</u> Chan 108	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 62
---	-------------------------------	--

VOR/DME-A
BUNKIE MUNI (2R6)



Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON
125.4 302.2

CTAF
122.9 **L**

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.

IAF
ALEXANDRIA
116.1 AEX :...
Chan 108

MSA AEX 25 NM

2200

1749 Δ

JELBI
AEX 8.8

COCDO
AEX 17.8)

MAFDY

MIKLE
AFX 277

R.

109.8 LFT
Chan 35

ELEV 62

140° 4.6 NM
[545

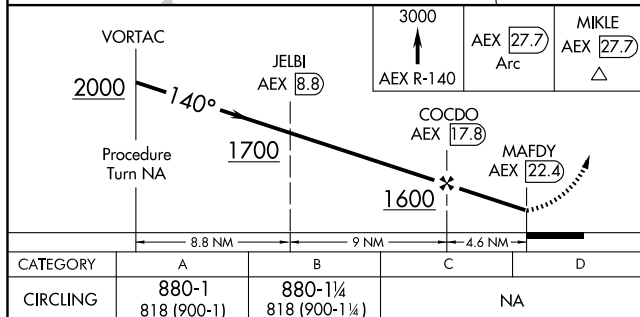
OL

5

Ⓟ

36

REIL Rwy 18 and 36 **L**
MIRI Rwy 18-36 **L**



BUNKIE, LOUISIANA

Amdt 6 09127

30°57' N-92°14' W

BUNKIE MUNI (2R6)
VOR/DME-A

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

CROWLEY

LE GROS MEM (3R2) 7 SW UTC-6(-5DT) N30°09.71' W92°29.04'

HOUSTON

L-21B, 22E

17 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H4307X150 (CONC) S-30, D-47, 2D-87 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tower.

RWY 13-31: H4012X150 (CONC) S-30, D-47, 2D-87

RWY 13: Thld dsplacd 240'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. 1790' plus tower 8 miles out 1000' right of centerline Rwy 31, 600' plus tower 2 miles out AER 13. MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 263° 25.6 NM to fld. 36/3E.
HIWAS.

DAVID G. JOYCE (See WINNFIELD)

DELHI MUNI (ØM9) 3 S UTC-6(-5DT) N32°24.64' W91°29.91'

MEMPHIS

L-18F

91 B NOTAM FILE DRI

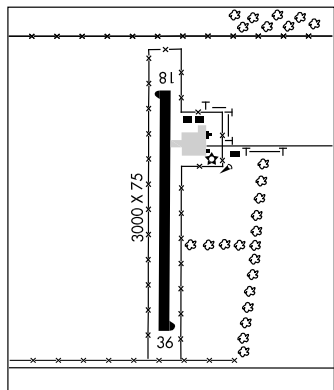
RWY 18-36: H3000X75 (ASPH) S-5 MIRL

RWY 18: Trees. RWY 36: Road.

AIRPORT REMARKS: Unattended. Rwy 18-36 4' fence 123' from centerline on both sides of rwy. Rwy 18-36 cracked with grass in cracks. Pilot controlled lgts OTS indef. Windsock lgts OTS indef.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 100° 28.0 NM to fld. 80/3E. HIWAS.



DE QUINCY INDUSTRIAL AIRPARK (5R8) 2 SW UTC-6(-5DT) N30°26.47' W93°28.41'

HOUSTON

H-7D, L-21B, 22E

IAP

81 B NOTAM FILE DRI

RWY 15-33: H5000X75 (ASPH) S-18 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Unattended. MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

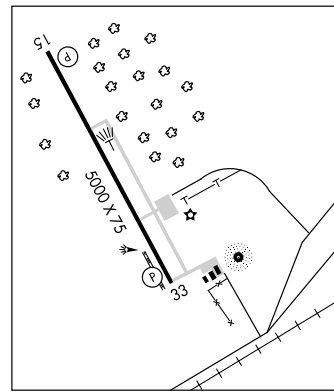
Ⓡ LAKE CHARLES APP/DEP CON 119.35 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 306° 26.2 NM to fld. 20/7E.

NDB(MHW) 410 DQU N30°26.13' W93°28.01' at fld.
NOTAM FILE DRI.



NDB DQU 410	APP CRS 140°	Rwy Idg TDZE Apt Elev	5000 81 81
-----------------------	------------------------	-----------------------------	---------------------------------------

NDB RWY 15

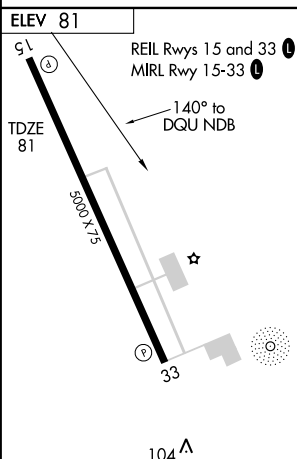
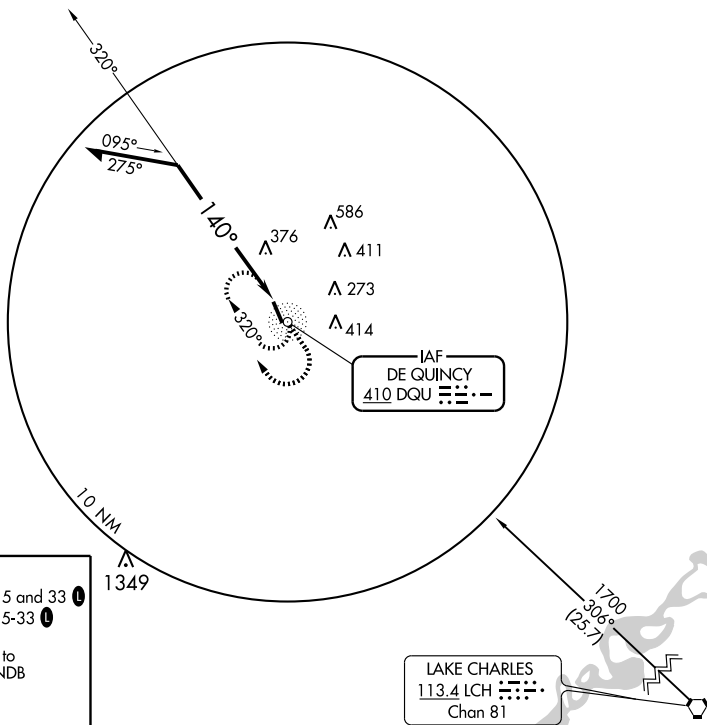
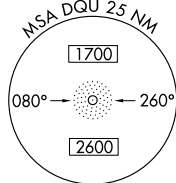
DE QUINCY INDUSTRIAL AIRPARK (5R8)

NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) 0



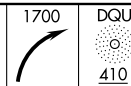
Remain within 10 NM

NDB

320°

1600

140°



CATEGORY	A	B	C	D
S-15	800-1	719 (800-1)	800-2 719 (800-2)	NA
CIRCLING	800-1	719 (800-1)	800-2 719 (800-2)	NA

APP CRS **152°**
 Rwy Idg **5000**
 TDZE **81**
 Apt Elev **81**

RNAV (GPS) RWY 15

DE QUINCY INDUSTRIAL AIRPARK (5R8)

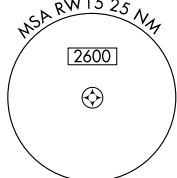
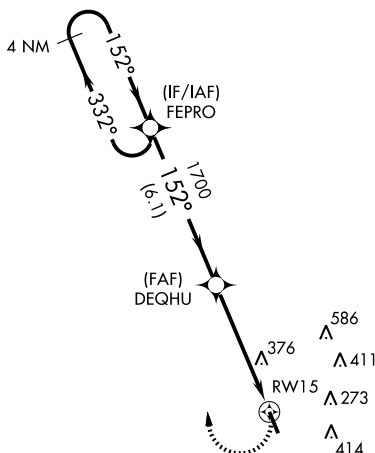


DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold.

LAKE CHARLES APP CON ★
119.35 282.3

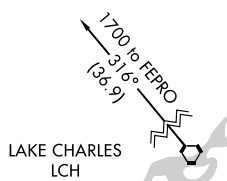
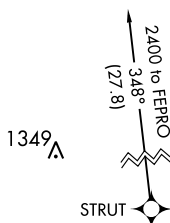
UNICOM
122.8 (CTAF) 0



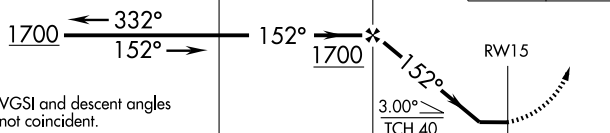
ELEV **81**

152° to RWY 15
 TDZE **81**

REIL Rwy 15 and 33 **0** 104 **Λ**
 MRL Rwy 15-33 **0**



4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	640-1	559 (600-1)	640-1½ 559 (600-1½)	NA
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	NA

APP CRS **332°**
 Rwy Idg **5000**
 TDZE **81**
 Apt Elev **81**

RNAV (GPS) RWY 33

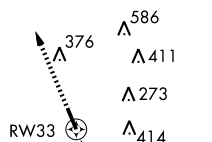
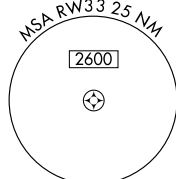
DE QUINCY INDUSTRIAL AIRPARK (5R8)

NA DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold.

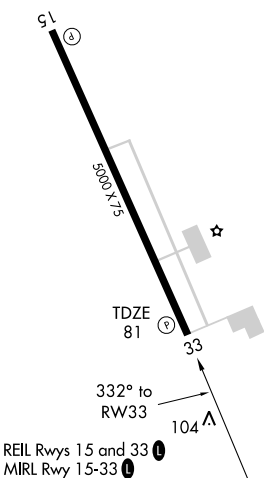
LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) 0



1349

ELEV **81**



1700 FEPRO				
QUNKE HATGU Procedure Turn NA				
0.9 NM to RWY 33 332° 1700 332° 1700				
RWY 33 332° 1700 332° 1700				
0.9 4 NM 6.1 NM				
CATEGORY	A	B	C	D
RNAV MDA	440-1 359 (400-1)			
CIRCLING	460-1 379 (400-1)	600-1 519 (600-1)	600-1½ 519 (600-1½)	NA

VORTAC LCH 113.4 Chan 81	APP CRS 305°	Rwy Idg 5000 TDZE 81 Apt Elev 81
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VOR/DME RWY 33
DE QUINCY INDUSTRIAL AIRPARK (5R8)

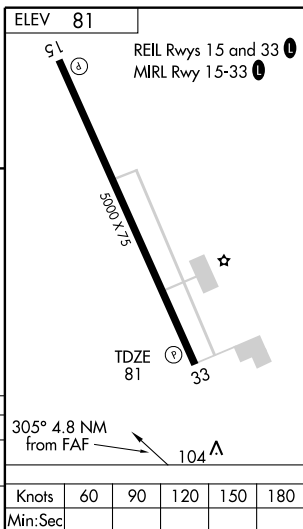
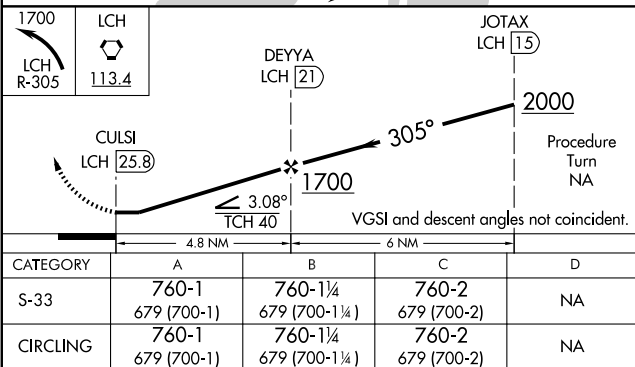
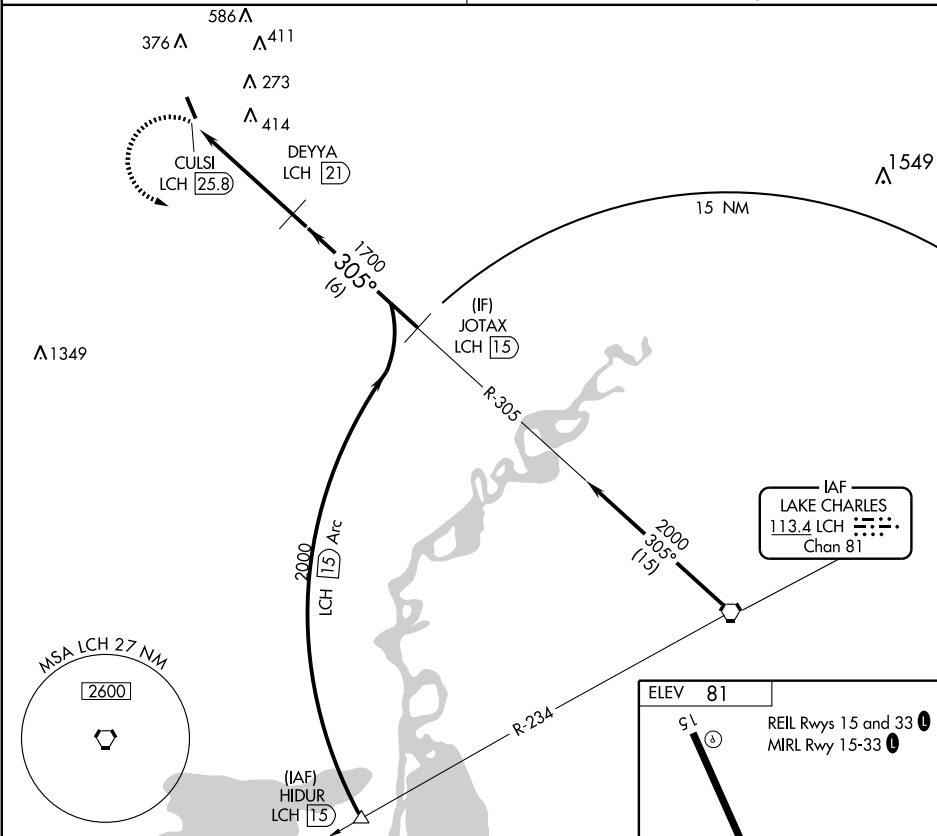
A NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

LAKE CHARLES APP CON ★

119.35 282.3

UNICOM

122.8 (CTAF) **L**

DE RIDDER**BEAUREGARD RGNL** (DRI) 3 SW UTC-6(-5DT) N30°49.90' W93°20.40'**HOUSTON**

202 B FUEL 100LL, JET A TPA-1202(1000) NOTAM FILE DRI

H-6I, L-21B, 22E

RWY 18-36: H5495X100 (ASPH-CONC-AFSC) S-60 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.15° TCH 33'. Trees.

RWY 36: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 27'. Trees.

RWY 14-32: H4220X60 (ASPH)

RWY 14: Thld dsplcd 441'. Trees.

RWY 32: Trees.

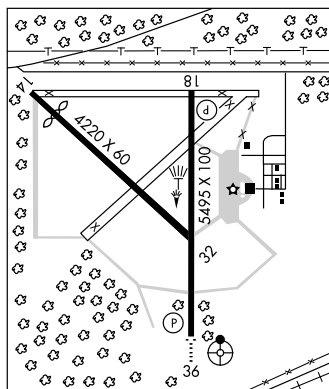
AIRPORT REMARKS: Attended Mon-Fri 1330-2330Z, Sat, Sun and hol 1300-2300Z. For attendant other times call 337-401-2967. Fuel avbl 24 hrs self svc with credit card. Rwy 36 ODALS OTS indef. REIL Rwy 18 and Rwy 36 OTS indef. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (337) 463-8278.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DE RIDDER RCO** 122.2 (DE RIDDER RADIO)**(R) POLK APP/DEP CON** 123.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE LCH.**LAKE CHARLES (H) VORTACW** 113.4 LCH Chan 81 N30°08.49'

W93°06.33' 337° 43.1 NM to fld. 20/7E.

NDB (MHW) 385 DXB N30°45.13' W93°20.08'

353° 4.8 NM to fld. NOTAM FILE DRI. Unmonitored 0100-1300Z.

ILS 111.1 I-DRI Rwy 36. LOC only. LOC unmonitored 0100-1300Z.**ASR****DE RIDDER** N30°49.90' W93°20.40'**HOUSTON****RCO** 122.2 (DE RIDDER RADIO)

L-21B, 22E

DOWNTOWN N32°32.39' W93°44.48' NOTAM FILE DTN.**MEMPHIS**(T) **VORW** 108.6 DTN at Shreveport Downtown.

L-17E

VOR unusable:

070°-100° beyond 10 NM below 7,000'.

246°-265° beyond 11 NM below 4,500'

180°-245° beyond 17 NM below 2,500'.

266°-280° beyond 23 NM below 2,500'

DURALDE N30°33.59' W92°26.88' NOTAM FILE DRI.**HOUSTON****NDB (MHW)** 263 EGY 164° 5.7 NM to Eunice

H-7D, L-21B, 22E

EAST CAMERON 278 EHC N28°25.73' W92°52.68'

L-21B, GOMW

AWOS-3 119.975

EAST CAMERON 47 CMB N29°26.43' W92°58.75'

L-21B, 22E, GOMW

AWOS-3 119.525

ELM GROVE N32°24.01' W93°35.71' NOTAM FILE DRI.**MEMPHIS**(L) **VORTAC** 111.2 EMG Chan 49 324° 7.0 NM to Barksdale AFB. 160/7E. HIWAS.

H-6I, L-17E

TACAN unusable byd 30 NM blo 2,000'.

ESLER N31°21.50' W92°17.77' NOTAM FILE ESF.**HOUSTON****RCO** 122.55 (DE RIDDER RADIO)

H-6I, L-22E

ESLER RGNL (See ALEXANDRIA)**EUGENE ISLAND** N28°15.00' W91°47.00'**HOUSTON****RCO** 122.25 (DE RIDDER RADIO)

L-21B

EUGENE ISLAND EIR N28°38.08' W91°29.35'

L-21B, GOMC

AWOS-3 119.475

LOC I-DRI **111.1** APP CRS **355°** Rwy Idg **5495**
 TDZE **197**
 Apt Elev **202**

LOC RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

INOPERATIVE Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.



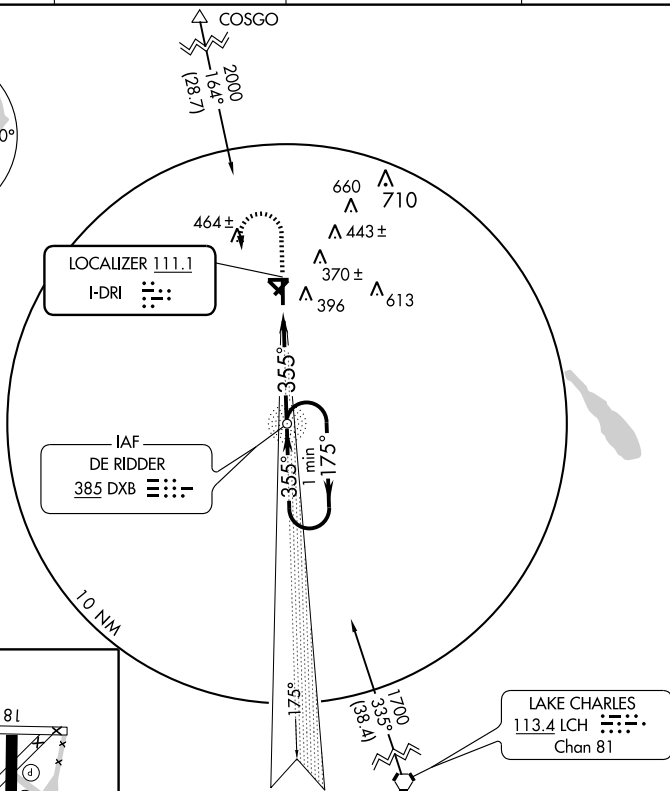
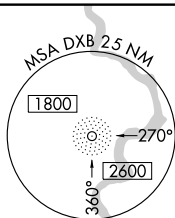
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3
118.225

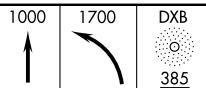
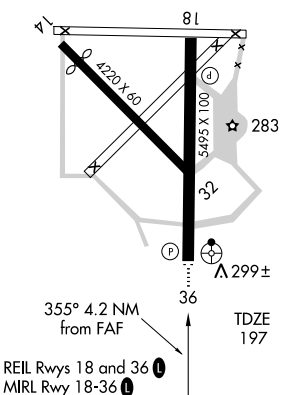
POLK APP CON
123.7 254.8

DE RIDDER RADIO
122.2

UNICOM
122.8 (CTAF) 0

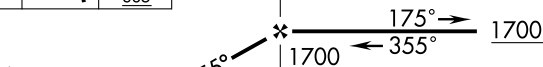


ELEV 202



NDB

One Minute Holding Pattern



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

DE RIDDER, LOUISIANA

Amdt 3A 08APR10

DE RIDDER/ BEAUREGARD RGNL (DRI)




30°50'N-93°20'W

LOC RWY 36

NDB DXB 385	APP CRS 354°	Rwy Idg TDZE Apt Elev	5495 197 202
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NDB RWY 36

DE RIDDER/BEAUREGARD RGNL (DRI)

 Inoperative table does not apply. Visibility reduction by helicopters NA.	ODALS 	MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.
 NA ASR		

AWOS-3
118.225POLK APP CON
123.7 254.8DE RIDDER RADIO
122.2UNICOM
122.8 (CTAF) 

COSGO

2000
164°
(28.7)660
710
443±
370±
396
613

464±

IAF
DE RIDDER
385 DXB

354°

1 min

174°

MSA DXB 25 NM

1800

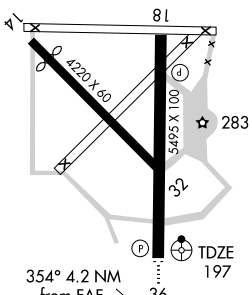


270°

2600

360°

10 NM

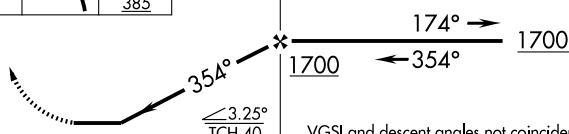
ELEV 202

REIL Rwy 18 and 36 
MIRL Rwy 18-36 

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

1000	1700	DXB 385
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NDB

One Minute
Holding Pattern

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

DE RIDDER, LOUISIANA

Amdt 5A 08APR10

DE RIDDER/BEAUREGARD RGNL (DRI)

30°50'N-93°20'W

NDB RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

APP CRS **175°**
Rwy Idg **5495**
TDZE **202**
Apt Elev **202**

RNAV (GPS) RWY 18

DE RIDDER/BEAUREGARD RGNL (DRI)

ASR DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

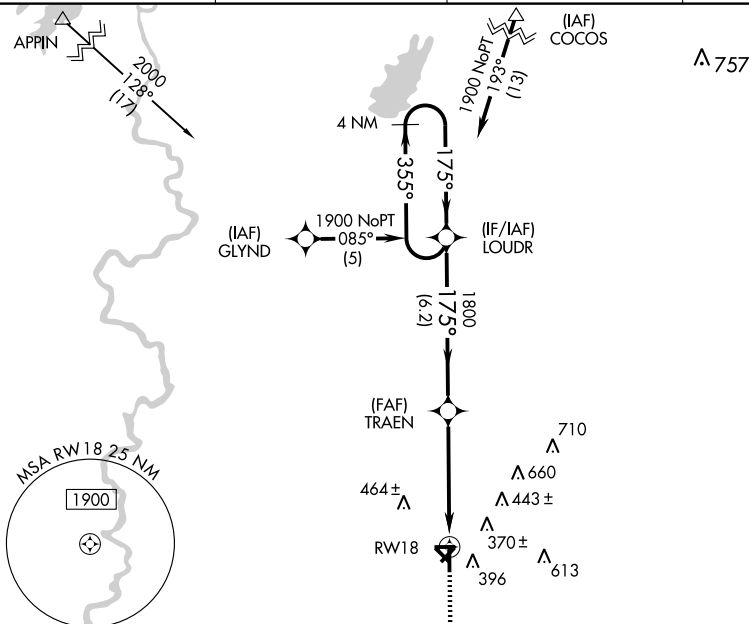
MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3
118.225

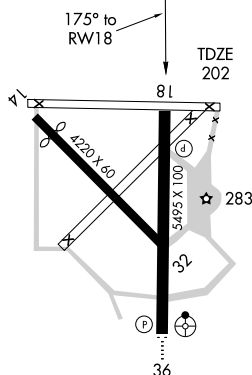
POLK APP CON
123.7 254.8

DE RIDDER RADIO
122.2

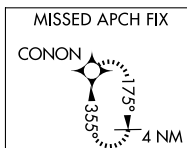
UNICOM
122.8 (CTAF)



ELEV 202



REIL Rwy 18 and 36
MIRL Rwy 18-36



CATEGORY	A		B		C		D	
	LNAV MDA		LNAV MDA		LNAV MDA		LNAV MDA	
CIRCLING	680-1		478 (500-1)		680-1½		680-1½	
	720-1		518 (600-1)		720-1½		780-2	

APP CRS 355°	Rwy Idg 5495
	TDZE 197
	Apt Elev 202

RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

▼ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

▲ ASR



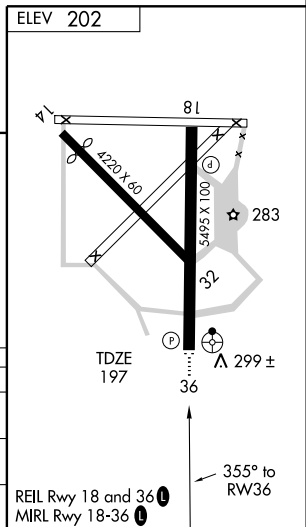
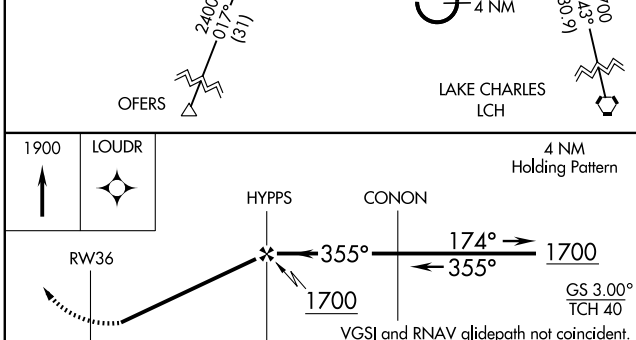
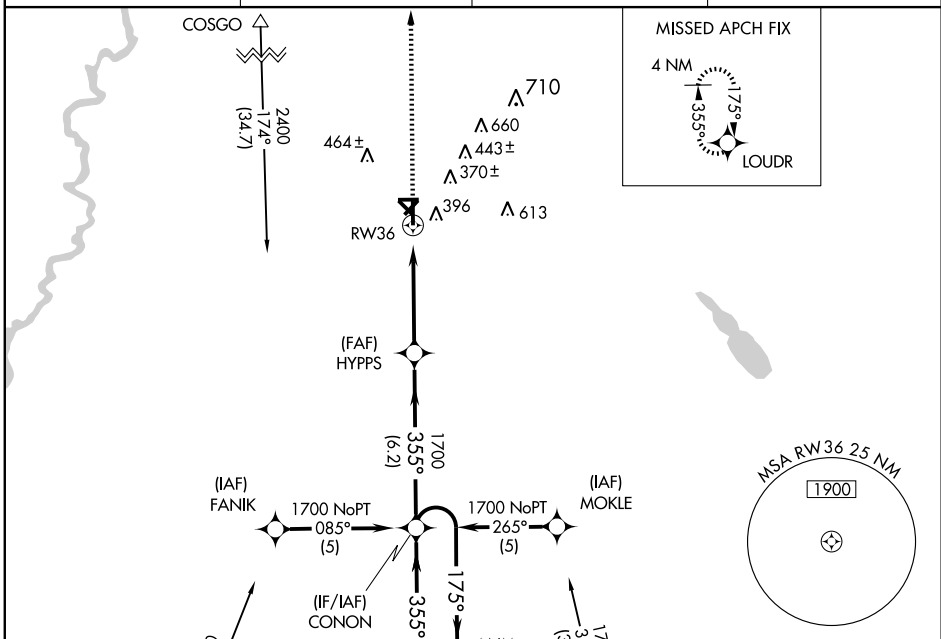
MISSED APPROACH:
Climb to 1900 direct LOUDR and hold.

AWOS-3
118.225

POLK APP CON
123.7 254.8

DE RIDDER RADIO
122.2

UNICOM
122.8 (CTAF) **①**



CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)	
CIRCLING	720-1 518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)	

EUNICE (4R7) 2 S UTC-6(-5DT) N30°27.98' W92°25.43'

42 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE DRI

RWY 16-34: H5001X75 (ASPH) S-21 MIRL

RWY 16: REIL, PAPI(P2L)—GA 3.0° TCH 52'. Trees.

RWY 34: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat and Sun on call. For fuel after hours call 337-457-6585. MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® LAFAYETTE APP/DEP CON 128.7 (1030-0530Z†)

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z†)

GCO 135.075 (LAFAYETTE APCH and DE RIDDER AFSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63'

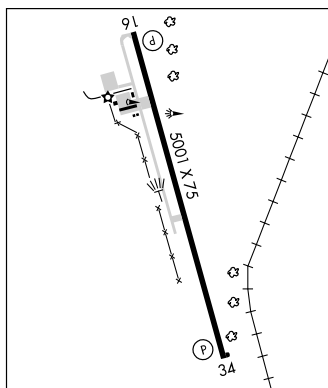
W91°59.55' 303° 27.7 NM to fld. 36/3E. HIWAS.

DURALDE NDB (MHW) 263 ECV N30°33.59' W92°26.89' 164°
5.7 NM to fld. NOTAM FILE DRI.

HOUSTON

H-7D, L-21B, 22E, GOMC

IAP



FALSE RIVER RGNL (See NEW ROADS)

FARMERVILLE

UNION PARISH (F87) 4 SE UTC-6(-5DT) N32°43.50' W92°20.23'

121 B FUEL 100LL NOTAM FILE DRI

RWY 16-34: H2997X70 (ASPH) S-8 MIRL

RWY 16: SAVASI(V2L)—GA 5.5° TCH 31'. Thld dsplcd 130'. Trees.

RWY 34: REIL, SAVASI(V2L)—GA 4.5° TCH 25'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 16-34 CLOSED to acft over 12,500 lbs. SAVASI Rwy 16 OTS indef. SAVASI Rwy 34 OTS indef. REIL Rwy 34 OTS indef. Windsock lgts OTS indef. MIRL Rwy 16-34 preset low ints, to incr intst and ACTIVATE REIL Rwy 34—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

MEMPHIS

FLORENVILLE N30°24.94' W89°49.20'. NOTAM FILE ASD.

NDB (MHW) 371 FNA 178° 4.2 NM to Slidell.

NEW ORLEANS

L-21B, 22F, GOMC

FORT POLK (See POLK AAF)

FRANKLINTON (2R7) 3 SE UTC-6(-5DT) N30°49.17' W90°06.75'

175 B NOTAM FILE DRI

RWY 13-31: H3000X75 (ASPH) S-20 MIRL

RWY 13: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 31: REIL, PAPI(P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Unattended. MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31 preset low ints, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

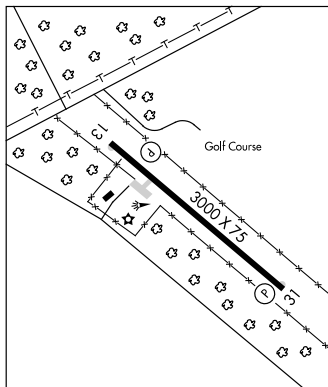
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 303° 25.1 NM to fld. 70/5E.

NEW ORLEANS

L-21B, 22F



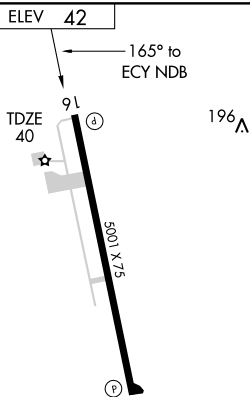
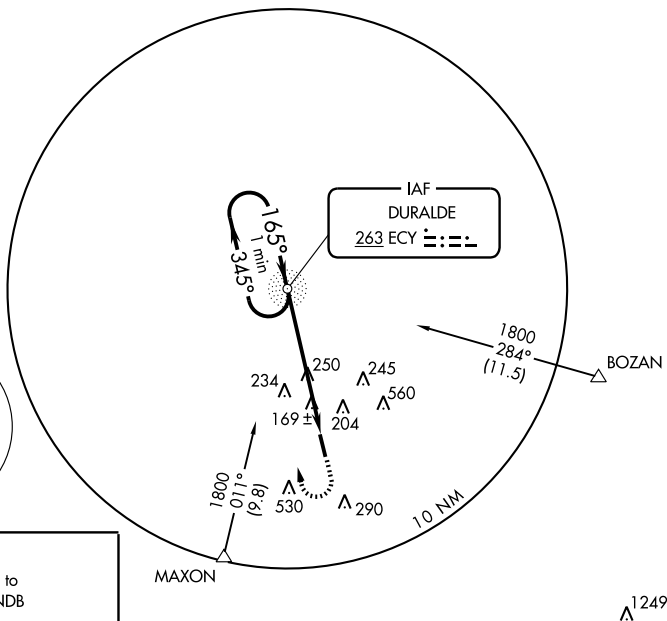
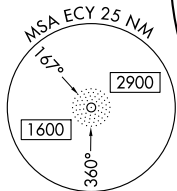
NDB ECY	APP CRS	Rwy Idg	5001
<u>263</u>	165°	TDZE	40
		Apt Elev	42

NDB RWY 16
EUNICE (4R7)

<div> <div>T</div> <div>A NA</div> </div>	<div>Use Lafayette Rgnl altimeter setting.</div>	<div>MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct EGY NDB and hold.</div>
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LAFAYETTE APP CON ★
128.7 268.7

GCO
35,075

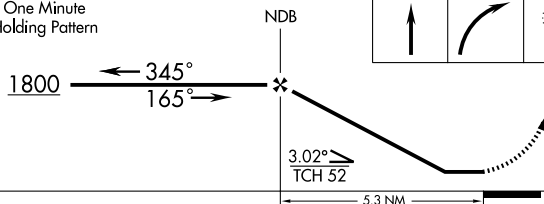
UNICOM
122.8 (CTAF) **L**

MIRL Rwy 16-34 **L**³⁴
REIL Rwy 16 and 34 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EUNICE, LOUISIANA
Amdt 1 09295

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

EUNICE (4R7)

NDB RWY 16

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 16

EUNICE (4R7)

APP CRS 164°	Rwy Idg TDZE Apt Elev	5001 40 42
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- ▼ Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

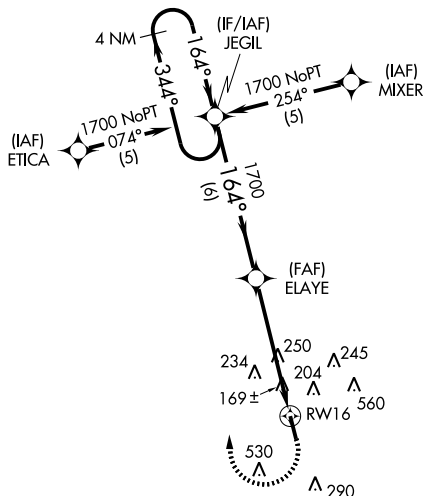
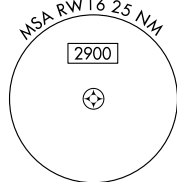
LAFAYETTE APP CON ★

128.7 268.7

GCO

135.075

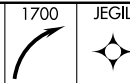
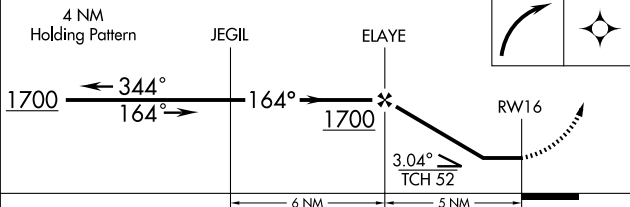
UNICOM

122.8 (CTAF) 0

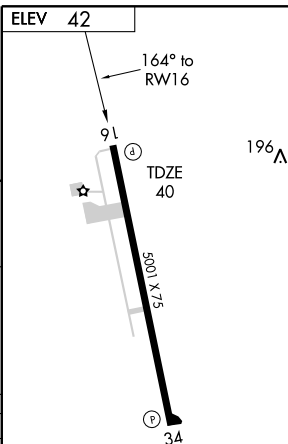
Procedure NA for arrival at HATHA via V222 southwest bound.

▲ 1800

4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA



REIL Rwy 16 and 34 0
MIRL Rwy 16-34 0

APP CRS 355°	Rwy Idg 42	5001
	TDZE	42
	Apt Elev	42

RNAV (GPS) RWY 34

EUNICE (4R7)

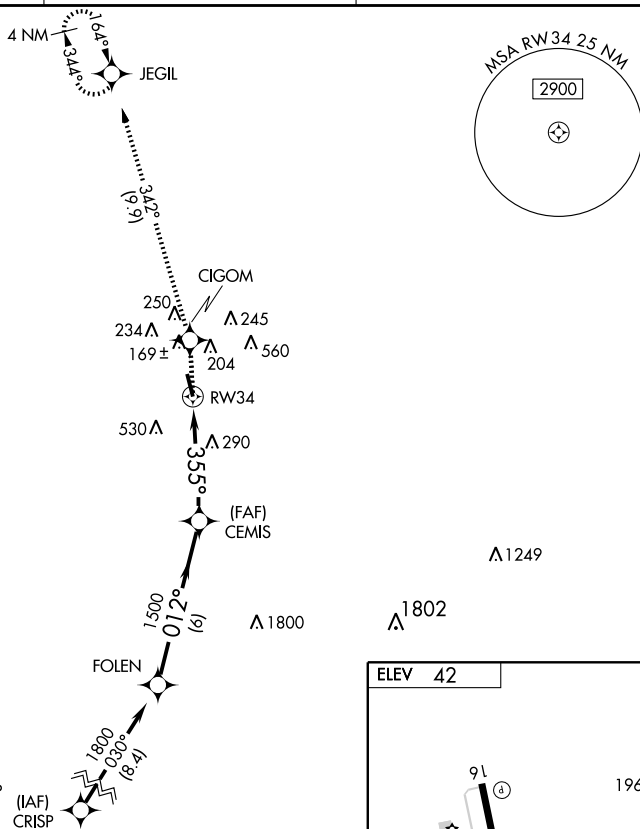
▼ Use Lafayette Rgnl altimeter setting.
 ▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 When VGSI inoperative, circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

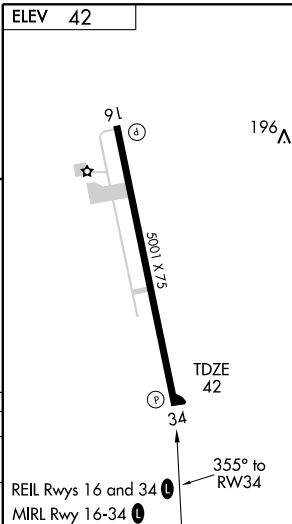
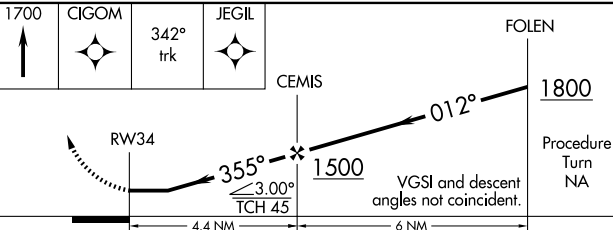
LAFAYETTE APP CON ★
128.7 268.7

GCO
135.075

UNICOM
122.8 (CTAF) 0



Procedure NA for arrival at CRISP
 via V20-70 westbound.



CATEGORY	A	B	C	D
LNNAV MDA	660-1 618 (700-1)	660-1 618 (700-1 3/4)	660-1 618 (700-1 3/4)	NA
CIRCLING	660-1 618 (700-1)	660-1 618 (700-1 3/4)	660-1 618 (700-1 3/4)	NA

VORTAC LFT 109.8 Chan 35	APP CRS 303°	Rwy Idg TDZE Apt Elev	N/A N/A 42
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VOR/DME-A

EUNICE (4R7)



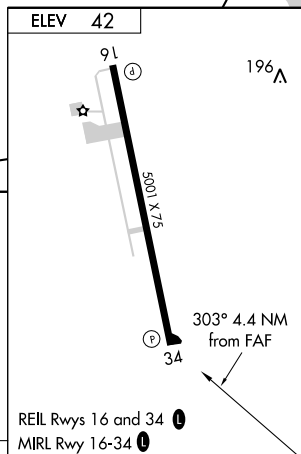
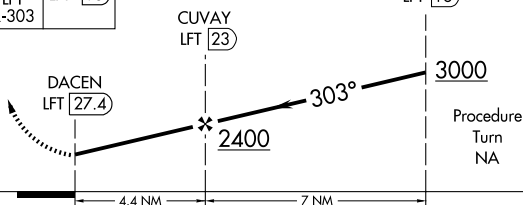
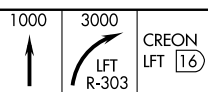
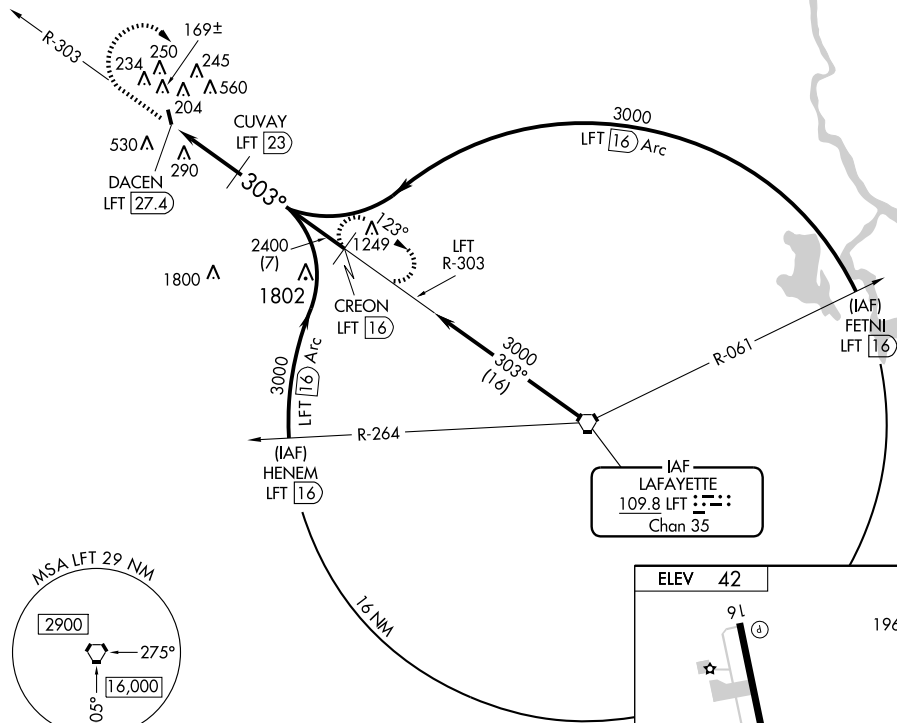
Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★
128.7 268.7

GCO
135.075

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCUING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA	Min:Sec					

POLK AAF (FORT POLK) (POE)(KPOE) A 7 SE UTC-6(-5DT) N31°02.69' W93°11.50'**HOUSTON**

330 B TPA—See Remarks NOTAM FILE DRI

L-218, 22E**Rwy 15-33:** H4100X100 (ASPH) PCN 36 F/A/W/T HIRL**DIAP****Rwy 15:** ODALS. REIL. PAPI(P4L). Thld displcd 200'.**Rwy 33:** ALSF1. REIL. PAPI(P4L).**MILITARY SERVICE:** LGT Rwy 15 and Rwy 33 PAPI OTS indef. **FUEL** J8 **OIL** O-156 **TRAN ALERT** Limited svc. No follow-me.

MILITARY REMARKS: Opr Mon-Fri 1300-0400Z. Closed weekends and fed hols. 24 hr ops during JRTC rotations. **RSTD** PPR 24 hr DSN 863-7328, C337-531-4831/7328. Ltd to C-130 & smaller acft. South & midfield twys clsd to all fixed winged acft. Parallel twy between twy A and midfield twy clsd to C-130 acft. **CAUTION** Steep drop-off at apch end of Rwy 15. Sinking asphalt on N ramp taxilane. No C-130 mooring points on ramp. C-130 aircrews must use wingwalkers when parking next to C-130 acft. Ltd afld signage. Faded non-reflective afld markings. **TFC PAT** All patterns W of fld. TPA—Fixed Wing tfc 1800(1470), Rotary Wing tfc 1000(670). **MISC** Rotary Wing Special VFR dalgt 500-1, ngt unaided/ngt vision goggles 700-2, Fixed Wing Special VFR not authorized. Rotary wing Special VFR recovery only dalgt 300-4/2, ngt unaided/Night Vision Devices 500-1, Fixed Wing Special VFR recovery not authorized. Surface visibility observation blocked NW-SE by hills, building and trees. Wx forecast avbl 26th OWS, DSN 781-4775, C1-866-223-9328 toll free.

COMMUNICATIONS: ATIS 134.85 234.3**R** APP/DEP CON 123.7 254.8**TOWER** 119.0 257.75 41.5 **GN D CON** 121.8 239.25**PMSV METRO** 134.1 249.75 40.35 **POE OPS** 36.05 374.2 **RANGE CON** 143.2 373.3 40.95**MEDEVAC OPS** 42.50 **FLT FOLLOWING** 123.7 254.8 (All flights ctc Polk apch 30 NM out.)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.(T) **VORTAC** 108.4 FXU Chan 21 N31°06.70' W93°13.07' 156° 4.2 NM to fld. 315/5E. Unusable 340°-029° byd 20 NM blo 3000'.**GATOR NDB (MHW)** 359 GUV N31°01.70' W93°11.09' 336° 1.1 NM to fld.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**POLLOCK MUNI** (L66) 4 SW UTC-6(-5DT) N31°28.65' W92°27.67'**HOUSTON**

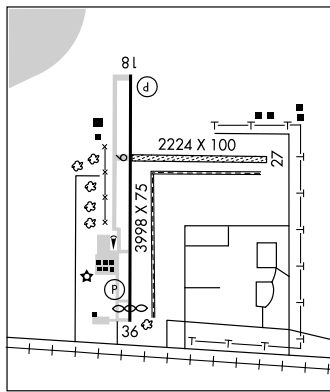
203 B NOTAM FILE DRI

L-218, 22E**Rwy 18-36:** H4499X75 (ASPH) S-49 MIRL**Rwy 18:** Trees. **Rwy 36:** Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z. First 1000' Rwy 18 CLOSED indef. Rwy 18-36 cracking and grass growing through cracks. Cracks in rwy > ¼ inch. Surface rough. Ponding/standing water outer edges of Rwy 18 apch. Helicopter running landings not authorized on Rwy 18-36. Extensive military operations. Rotating bcn located 1/2 mile SE of arpt. MIRL Rwy 18-36 preset low ints, to incr ints **ACTIVATE**-122.7.

COMMUNICATIONS: CTAF/UNICOM 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.**ALEXANDRIA (H) VORTACW** 116.1 AEX Chan 108 N31°15.40' W92°30.06' 006° 13.4 NM to fld. 80/3E. **HIWAS**.**RAYVILLE****JOHN H HOOKS JR MEM** (M79) 1 NW UTC-6(-5DT) N32°29.13' W91°46.26'**MEMPHIS**83 B S4 **FUEL** 100LL, JET A NOTAM FILE DRI**L-18F****Rwy 18-36:** H3998X75 (ASPH) S-12 MIRL**IAP****Rwy 18:** REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.**Rwy 36:** REIL. PAPI(P2L)—GA 3.5° TCH 53'. Thld displcd 291'. Trees.**Rwy 09-27:** 2224X100 (TURF)**Rwy 09:** Trees. **Rwy 27:** P-line.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 18 thld displcd 1200' indef. Displcd thld markings NSTD-yellow. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints **ACTIVATE**—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**MONROE APP/DEP CON** 126.9 (1200-0400Z)**R** **FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.**MONROE (L) VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' 095° 13.6 NM to fld. 80/3E. **HIWAS**.**MOLLY RIDGE NDB (MHW)** 338 MRK N32°24.55' W91°46.68' 002° 4.6 NM to fld. NOTAM FILE DRI.

NDB GUV <u>359</u>	APCH CRS 156°	Rwy Idg 3912 TDZE 329 Arpt Elev 330
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AL-5096 [USA]

POLK AAF (KPOE)

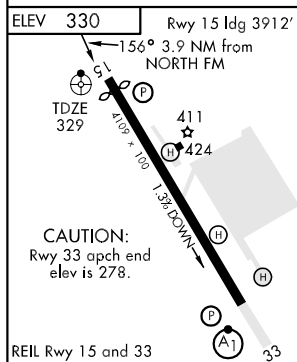
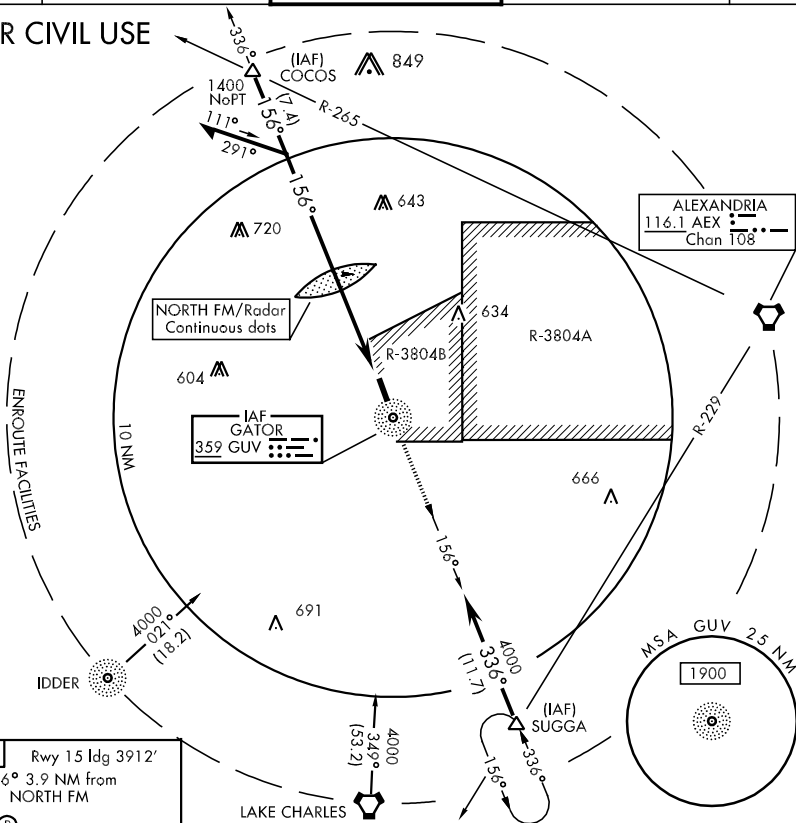
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

ODALS

MISSED APPROACH: Climb to 2000
direct GUV NDB then via brg 156°
to SUGGA INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

NOT FOR CIVIL USE



REIL Rwy 15 and 33
HIRL Rwy 15-33

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	820-¾ 491 (500-¾)		820-1 491(500-1)	820-1¼ 491(500-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)

NDB	GUV	APCH CRS	Rwy Idg	4109
359		336°	TDZE	316
			Arpt Elev	330

AL-5096 [USA]

NDB RWY 33

POLK AAF (KPOE)

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.



MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

ATIS
134.85 234.3

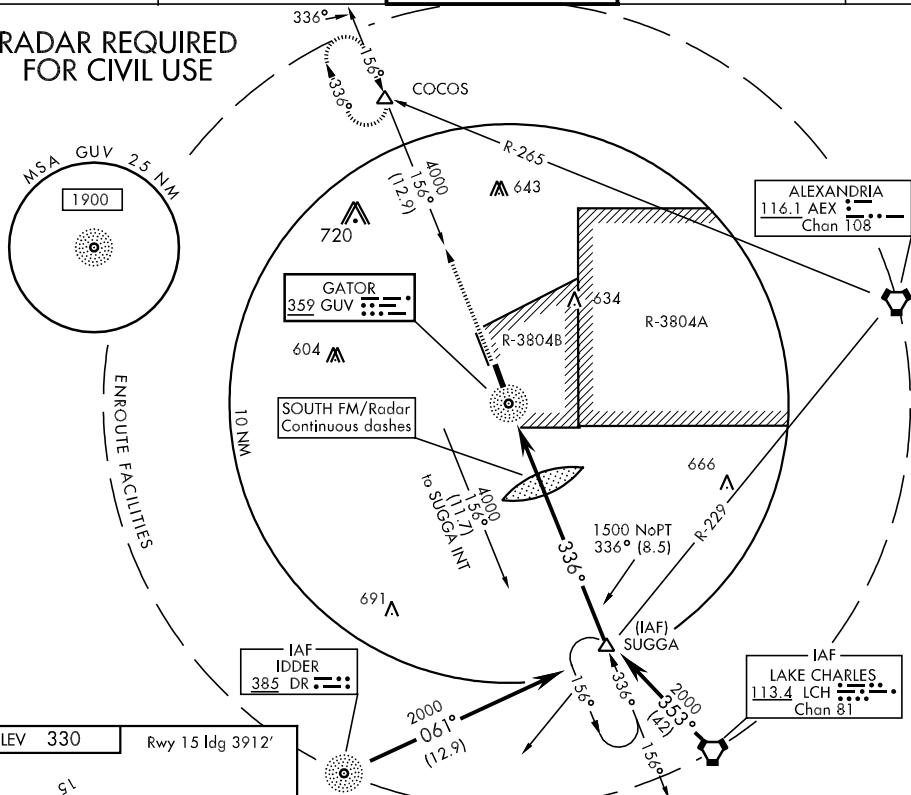
POLK APP CON
123.7 254.8

POLK TOWER
119.0 257.75

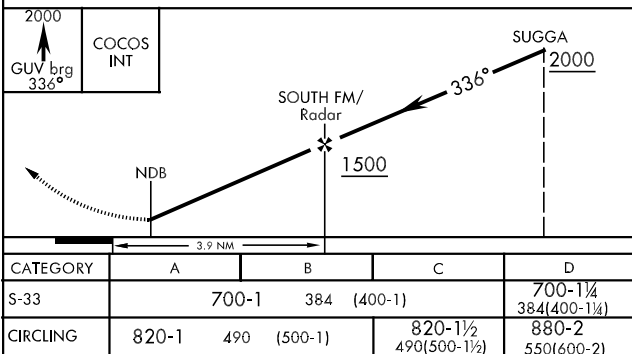
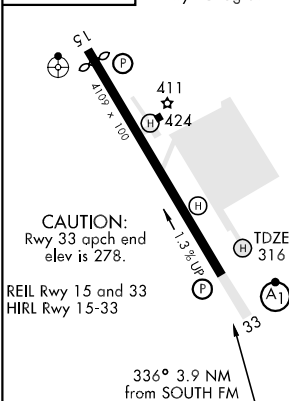
GND CON
121.8 239.25

ASR/PAR

RADAR REQUIRED
FOR CIVIL USE



ELEV 330 Rwy 15 Idg 3912'



VORTAC FXU 108.4 Chan 21	APCH CRS 156°	Rwy Idg 3912 TDZE 329 Arpt Elev 330
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VOR or TACAN or GPS RWY 15

AL-5096 [USA]

POLK AAF (KPOE)

GPS NA

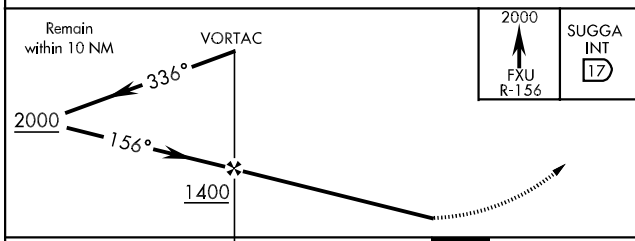
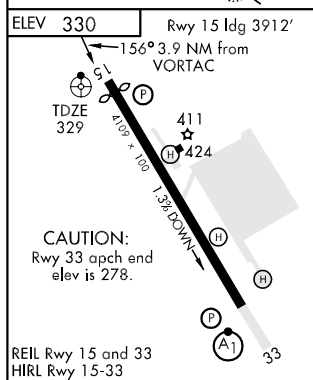
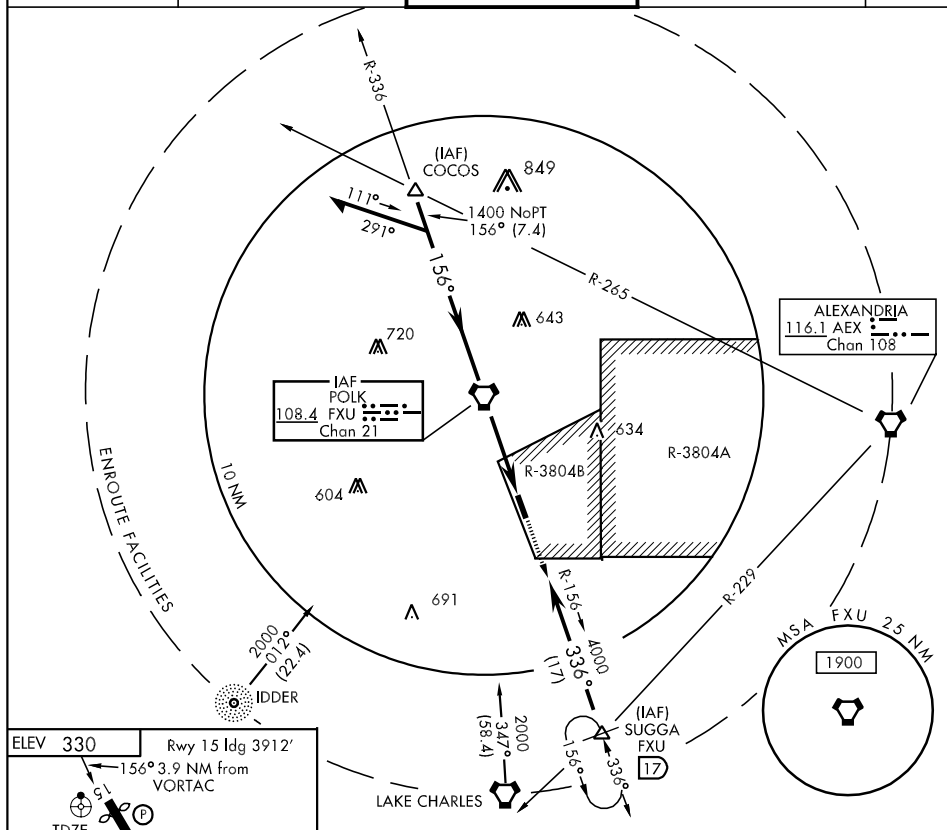
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection.

ODALS



MISSED APPROACH: Climb to 2000 via R-156 to SUGGA INT FXU 17 DME and hold.

ATIS 134.85 234.3	POLK APP CON 123.7 254.8	POLK TOWER 119.0 257.75	GND CON 121.8 239.25	ASR/PAR
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FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	780-34	451 (500-34)	780-1 451(500-1)	780-1½ 451(500-1½)
CIRCLING	820-1	490 (500-1)	820-1½ 490(500-1½)	880-2 550(600-2)

VORTAC FXU
108.4
Chan **21**

APCH CR
336°

Rwy Idg	4109
TDZE	316
Arpt Elev	330

AL-5096 [USA]

POLK AAF (KPOE)

GPS NA

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

ALSF-1

MISSED APPROACH: Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

ATIS
134.85 234.3

POLK APP CON
123.7 254.8

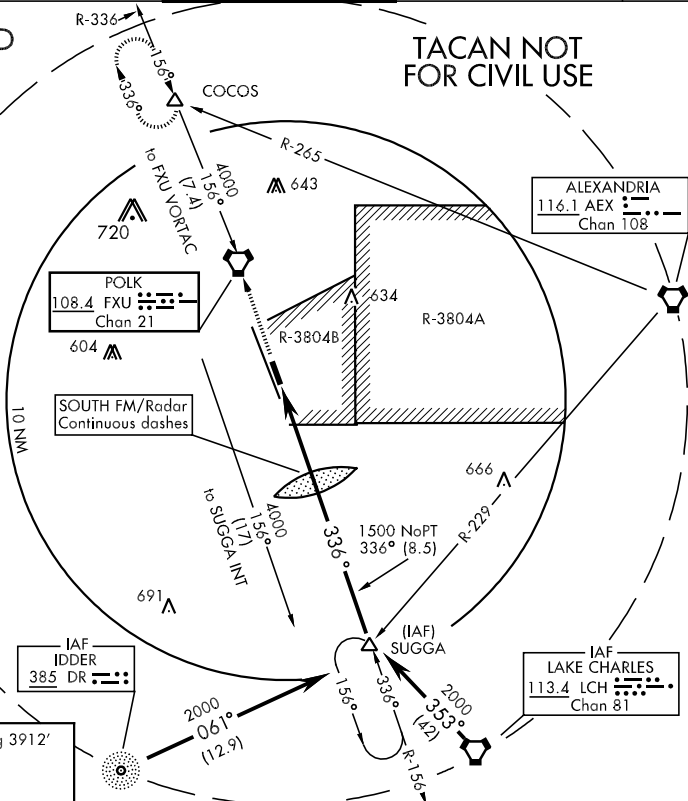
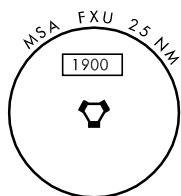
POLK TOWER
119.0 257.75

GND CON
121.8 239.25

ASR/PAR

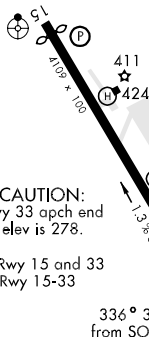
RADAR REQUIRED FOR CIVIL USE

TACAN NOT
FOR CIVIL USE



ELEV 330	Rwy 15 Idg 3912'
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Rwy 15 Idg 3912'





CAUTION:
Rwy 33 apch end
elev is 278.

REIL Rwy 15 and 33
HIRL Rwy 15-33

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
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2000 ↑ FXU R-156	FXU 	COCOS INT  FXU R-336
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SOUTH EM/

SUGGA
' 2000

CATEGORY	A	B	C	D
S-33	700-1	384 (400-1)		700-1½ 384(400-1½)
CIRCLING	820-1	490 (500-1)	820-1½ 490(500-1½)	880-2 550(600-2)

FORT POLK, LOUISIANA

31° 03' N-93° 11' W

POLK AAF (KPOE)

Orig 10266

VOR or TACAN or GPS RWY 33

GALLIANO

SOUTH LAFOURCHE LEONARD MILLER JR. (GAO) 1E UTC-6(-5DT) N29°26.47' W90°15.67' NEW ORLEANS

1 B FUEL 100LL, JET A1+ NOTAM FILE DRI
RWY 18-36: H6502X100 (ASPH) S-60, D-75 MIRL

H-7E, L-21B, 22F, GOMC
IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs with credit card. PAEW on and invof arpt. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low intensity dusk to dawn, to increase intensity
ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (985) 475-5178.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ NEW ORLEANS APP/DEP CON 123.85

GCO 135.075 (DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

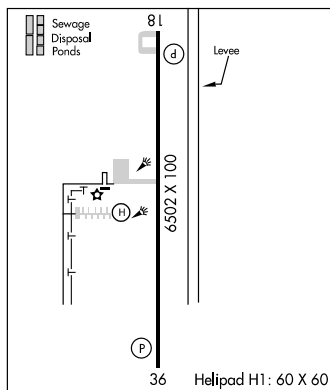
LEEVILLE (H) VORTAC 113.5 LEV Chan 82 N29°10.51'

W90°06.24' 331° 17.9 NM to fld. 02/2E.

LOC/DME 109.1 I-GAO Chan 28 Rwy 36.

• • • • •

HELIPAD H1: H60X60 (CONC)



GATOR N31°01.70' W93°11.09' NOTAM FILE DRI.

NDB (MHW) 359 GUV 336° 1.1 to Polk AAF.

HOUSTON
L-21B, 22E

GEORGE R CARR MEM AIR FLD (See BOGALUSA)

GONZALES

LOUISIANA RGNL (L38) 2 S UTC-6(-5DT) N30°10.36' W90°56.44'

14 B S2 FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3998X99 (ASPH) S-30, D-60 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Other times call 225-647-4568. 100LL avbl self service with credit card. Deer on and invof arpt. PAEW on arpt. MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35 preset low ints dusk to dawn, to incr ints
ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

GCO 135.075 (BATON ROUGE App and DE RIDDER FSS)

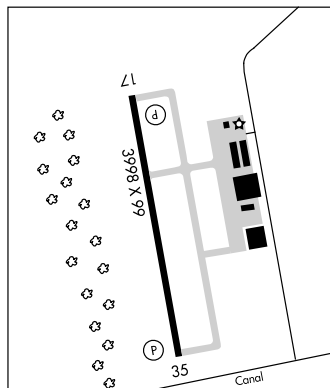
Ⓡ BATON ROUGE APP/DEP CON 126.5 (1100-0600Z±)

HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTR.

BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 129° 26.2 NM to fld. 20/6E.



NEW ORLEANS
L-21B, 22F, GOMC
IAP

GREEN CANYON 338 GRY N27°37.48' W90°26.47'

AWOS-3 118.875

L-21C, GOMC

LOC/DME I-GAO
109.1
Chan **28**

APP CRS
359°

Rwy Idg **6502**
TDZE
Apt Elev **1**

LOC/DME RWY 36
GALLIANO/ SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, and increase S-36 Cat C, D and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

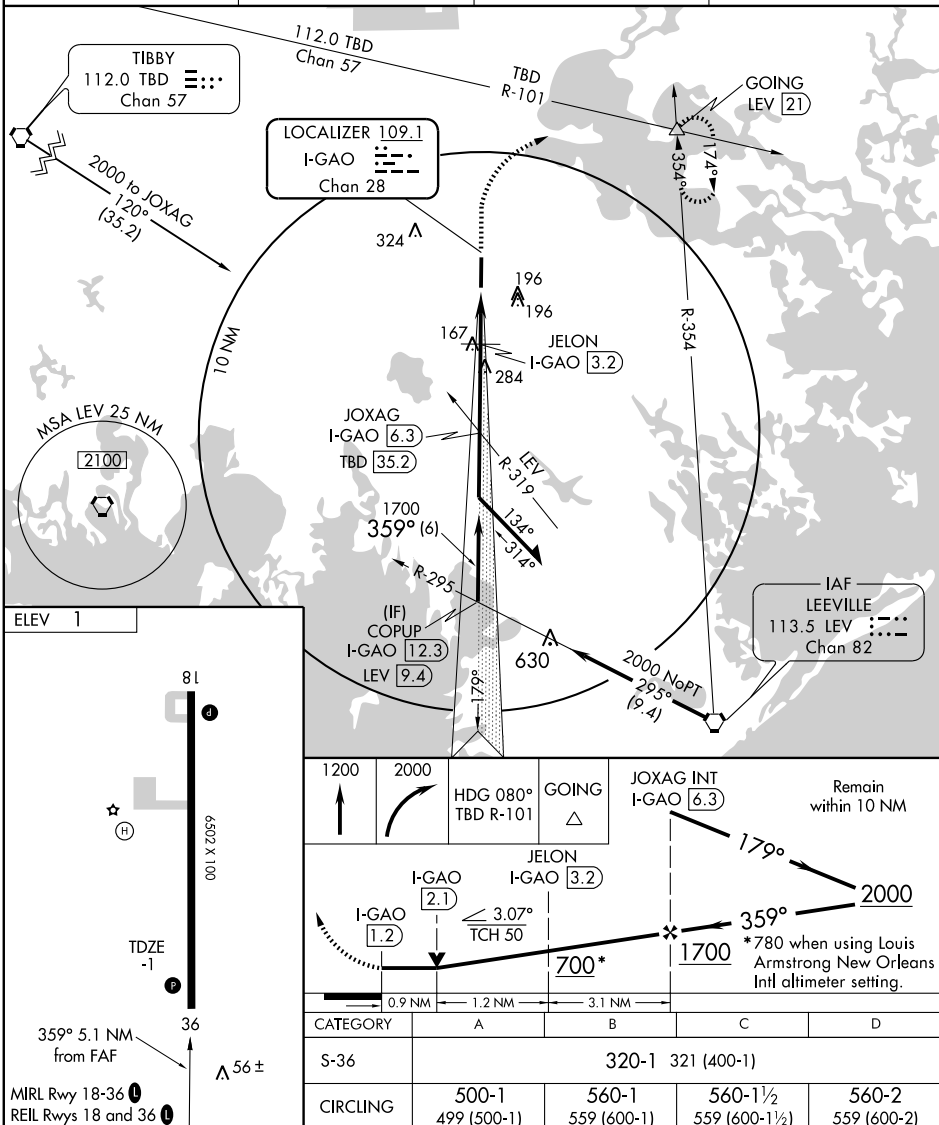
MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 heading 080° and TBD VORTAC R-101 to GOING INT/LEV 21 DME and hold.

AWOS-3
118.175

NEW ORLEANS APP CON
123.85 256.9

GCO
135.075

UNICOM
123.0 (CTAF) 0



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 61308 W18A	APP CRS 179°	Rwy Idg 6502 TDZE 1 Apt Elev 1
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RNAV (GPS) RWY 18

GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O.)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile.

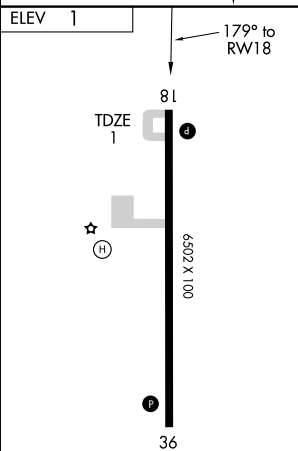
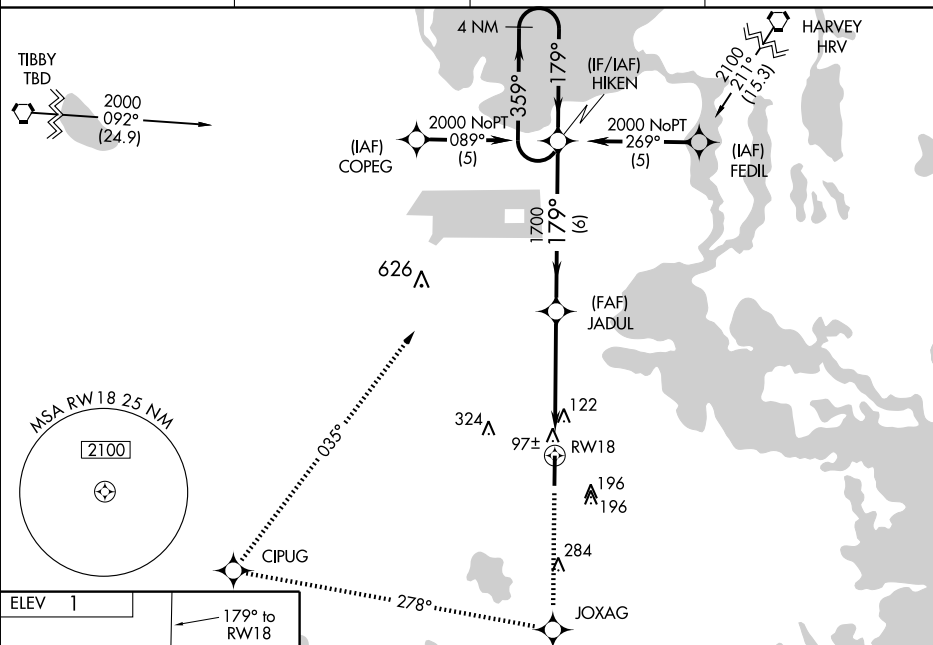
MISSED APPROACH: Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

AWOS-3
118.175

NEW ORLEANS APP CON
123.85 256.9

GCO
135.075

UNICOM
123.0 (CTAF) 1



2000	JOXAG	CIPUG	HIKEN	4 NM Holding Pattern
	tr 278°	tr 035°		
*LNAV only				
	*1.2 NM to RW18	JADUL	HIKEN	359° → 2000
				← 179°
				GS 3.00°
				TCH 50
	1.2	3.9 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	351-1¼ 350 (400-1¼)			
LNAV/VNAV DA	382-1¼ 381 (400-1¼)			
LNAV MDA	440-1	439 (500-1)	440-1¼ 439 (500-1¼)	440-1½ 439 (500-1½)
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

WAAS CH 69608 W36A	APP CRS 359°	Rwy Idg 6502 TDZE -1 Apt Elev 1
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RNAV (GPS) RWY 36

GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O.)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

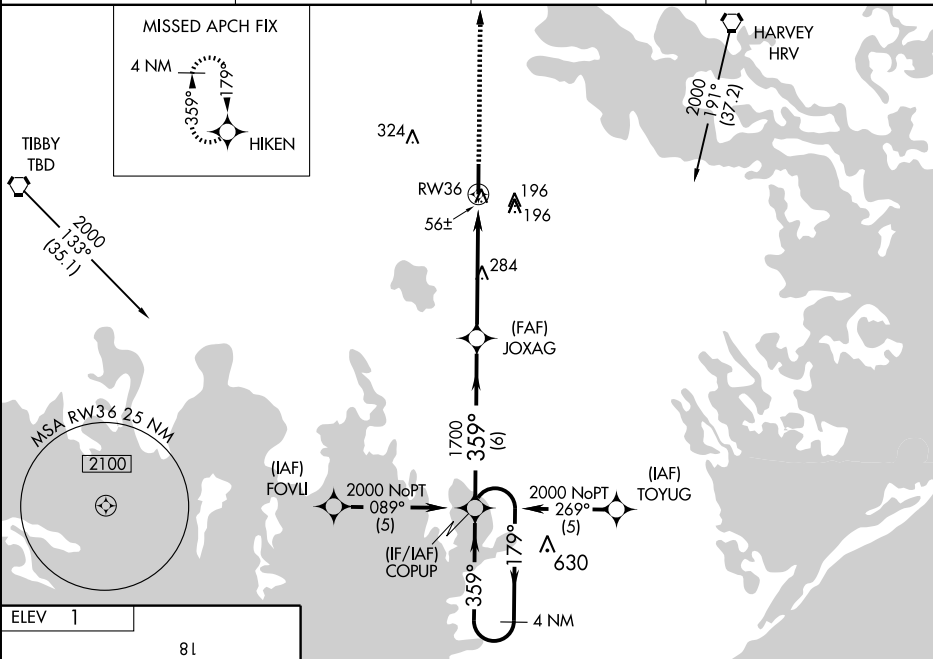
MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

AWOS-3
118.175

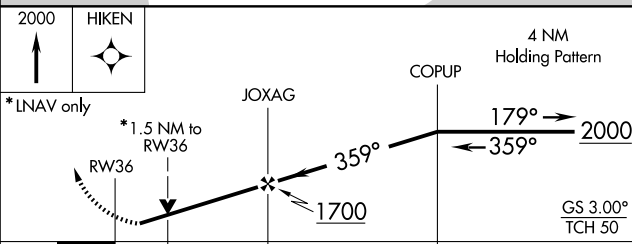
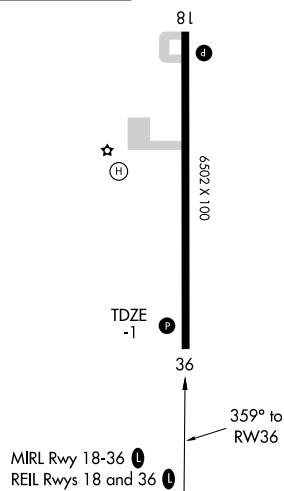
NEW ORLEANS APP CON
123.85 256.9

GCO
135.075

UNICOM
123.0 (CTAF) **1**



ELEV 1



CATEGORY	A	B	C	D
LPV DA	289-1 290 (300-1)			
LNAV/VNAV DA	497-1¾ 498 (500-1¾)			
LNAV MDA	540-1 541 (600-1)	540-1½ 541 (600-1½)	540-1¾ 541 (600-1¾)	
CIRCLING	540-1 539 (600-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

GALLIANO

SOUTH LAFOURCHE LEONARD MILLER JR. (GAO) 1E UTC-6(-5DT) N29°26.47' W90°15.67' NEW ORLEANS

1 B FUEL 100LL, JET A1+ NOTAM FILE DRI
RWY 18-36: H6502X100 (ASPH) S-60, D-75 MIRL

H-7E, L-21B, 22F, GOMC
IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs with credit card. PAEW on and invof arpt. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low intensity dusk to dawn, to increase intensity
ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (985) 475-5178.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ NEW ORLEANS APP/DEP CON 123.85

GCO 135.075 (DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

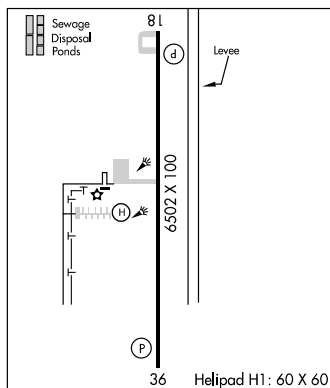
LEEVILLE (H) VORTAC 113.5 LEV Chan 82 N29°10.51'

W90°06.24' 331° 17.9 NM to fld. 02/2E.

LOC/DME 109.1 I-GAO Chan 28 Rwy 36.

• • • • •

HELIPAD H1: H60X60 (CONC)



GATOR N31°01.70' W93°11.09' NOTAM FILE DRI.

NDB (MHW) 359 GUV 336° 1.1 to Polk AAF.

HOUSTON
L-21B, 22E

GEORGE R CARR MEM AIR FLD (See BOGALUSA)

GONZALES

LOUISIANA RGNL (L38) 2 S UTC-6(-5DT) N30°10.36' W90°56.44'

14 B S2 FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3998X99 (ASPH) S-30, D-60 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Other times call 225-647-4568. 100LL avbl self service with credit card. Deer on and invof arpt. PAEW on arpt. MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35 preset low ints dusk to dawn, to incr ints
ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

GCO 135.075 (BATON ROUGE App and DE RIDDER FSS)

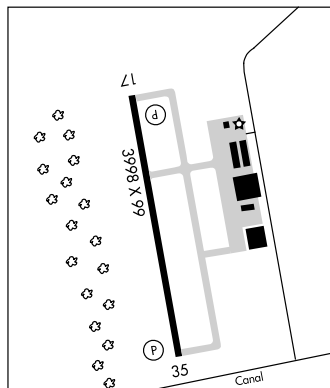
Ⓡ BATON ROUGE APP/DEP CON 126.5 (1100-0600Z±)

HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTR.

BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 129° 26.2 NM to fld. 20/6E.



NEW ORLEANS
L-21B, 22F, GOMC
IAP

GREEN CANYON 338 GRY N27°37.48' W90°26.47'

AWOS-3 118.875

L-21C, GOMC

APP CRS 169°	Rwy Idg 3998 TDZE 14 Apt Elev 15
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RNAV (GPS) RWY 17

GONZALES/LOUISIANA RGNL (L38)

▽ DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field
▲ NA altimeter setting; if not received, use Hammond Northshore Rgnl
 altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000
 direct EDUYA and hold.

BATON ROUGE APP CON *

126.5 278.3

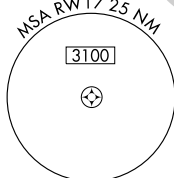
GCO

135,075

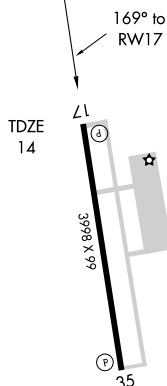
UNICOM

123.0 (CTAF) 0

(IAF) BATON ROUGE BTR
 Procedure NA for arrivals at BTR
 Vortac via V114 Westbound.
 2000 NoPT 112° (18.2)
 4 NM
 349°
 169°
 2000 NoPT 185° (8.6)
 (IAF) DILLS
 (IF/IAF) AYUYE
 1700
 169° (6)
 (FAF) FENPA
 514
 275±
 362
 390
 RW17
 202
 545
 Procedure NA for arrivals at DILLS
 via V566 Northwest bound.



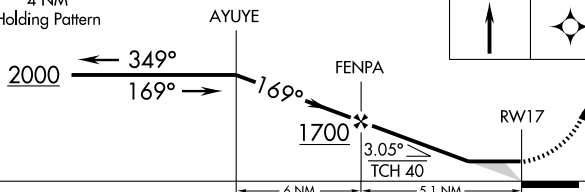
ELEV 15



REIL Rwy 17 and 35
 MRL Rwy 17-35



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	520-1	506 (600-1)	520-1½	506 (600-1½)
CIRCLING	520-1	505 (600-1)	620-1¾ 605 (700-1¾)	640-2 625 (700-2)

APP CRS
349°

Rwy Idg **3998**
TDZE **14**
Apt Elev **15**

RNAV (GPS) RWY 35

GONZALES/ LOUISIANA RGNL (L38)

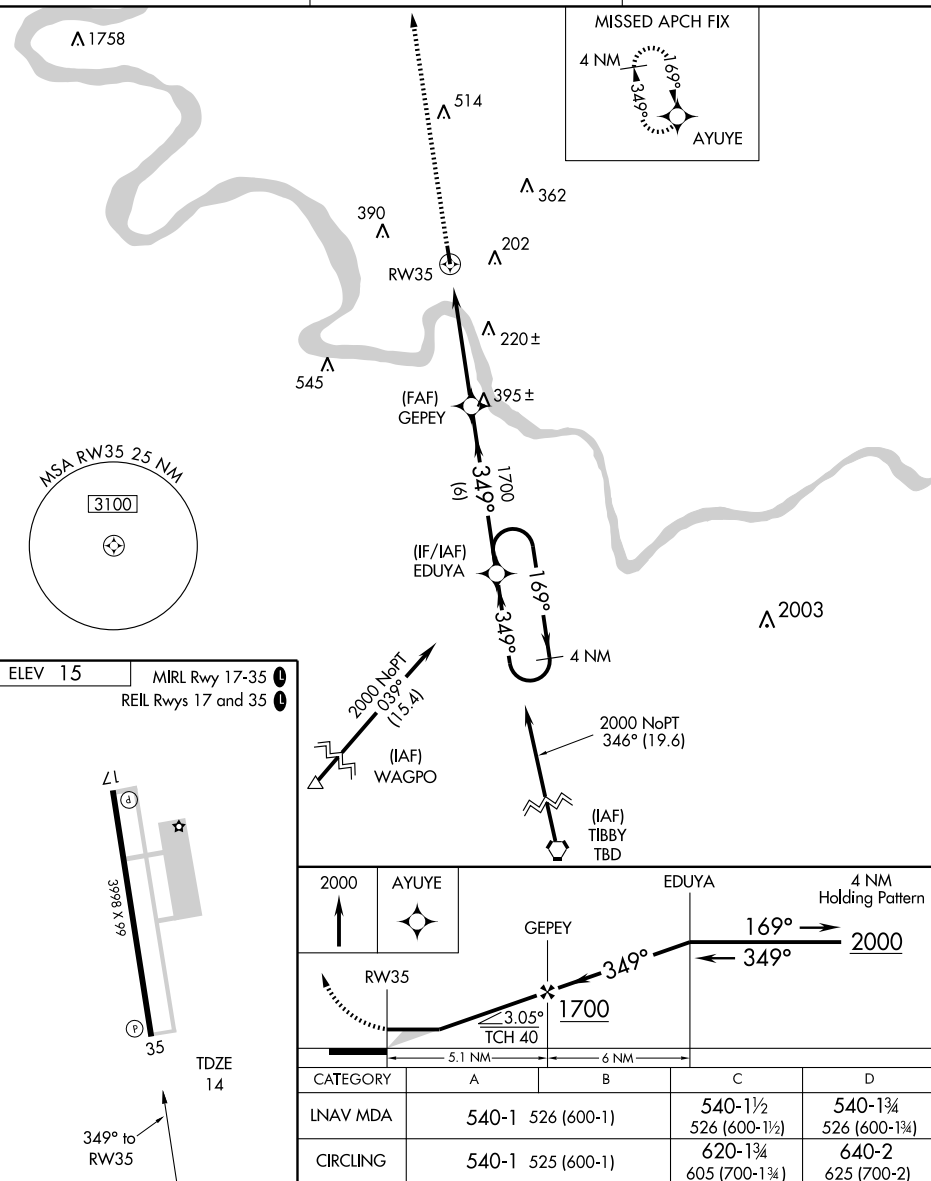
▽ DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field
▲ NA altimeter setting; if not received, use Hammond Northshore Rgnl
altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000
direct AYUYE and hold.

BATON ROUGE APP CON ★
126.5 278.3

GCO
135.075

UNICOM
123.0 (CTAF) 0



VORTAC BTR 116.5 Chan 112	APP CRS 129°	Rwy Idg TDZE Apt Elev 15	N/A N/A 15
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VOR/DME-A

GONZALES/LOUISIANA RGNL (L38)

▼ Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

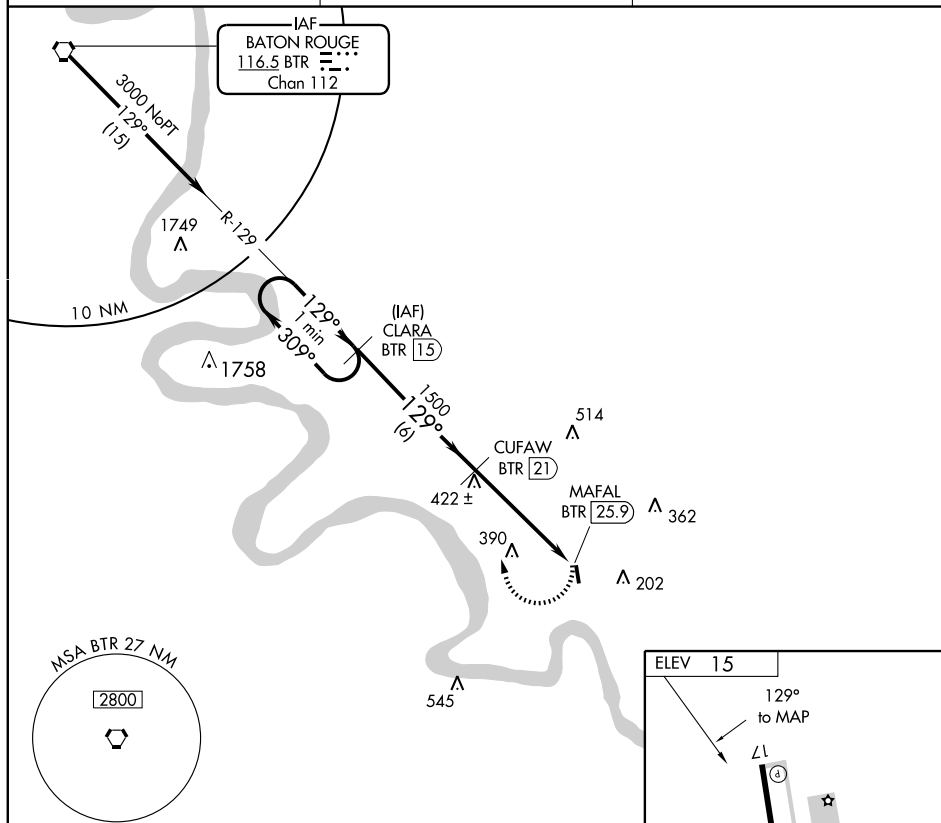
▲ NA

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

BATON ROUGE APP CON ★
126.5 278.3

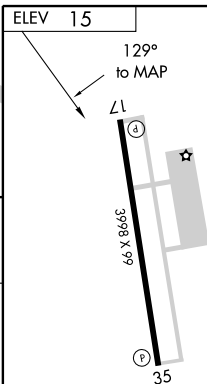
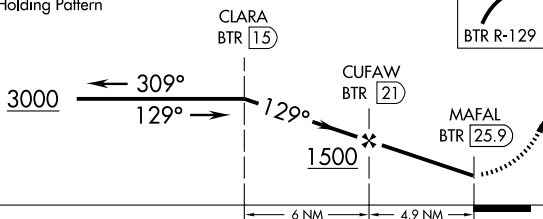
GCO
135.075

UNICOM
123.0 (CTAF) ①



One Minute
Holding Pattern

3000
BTR R-129
CLARA
BTR 15



REIL Rwy 17 and 35 ①
MIRL Rwy 17-35 ①

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	800-1 785 (800-1)	800-1¼ 785 (800-1¼)	800-2¼ 785 (800-2¼)	800-2½ 785 (800-2½)	Min:Sec					

HAMMOND NORTHSORE RGNL (HDC) 3 NE UTC-6(-5DT) N30°31.30' W90°25.10'

NEW ORLEANS

47 B S4 FUEL 100LL, JET A TPA-1003(956) NOTAM FILE DRI

H-7D, L-21B, 22F, GOMC

RWY 13-31: H6502X100 (ASPH-CONC) S-22, D-33 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Trees.

RWY 31: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Thld dspcd 690'. Trees.

RWY 18-36: H5001X150 (CONC) S-27, D-41 MIRL

RWY 18: MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 52'.

RWY 36: REIL. PAPI (P4L)—GA 3.0° TCH 52'.

AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z†, Sat-Sun

1400-0000Z†. Self service fuel avbl 24 hrs with credit card on west ramp. Full svc avbl on southeast ramp. Birds, deer and coyotes on and invof arpt. Ultralight activity on and invof arpt. Transient parking and military and government acft serviced at Southeast apron at the FBO. Unmarked N-S Twy adjacent Rwy 18-36 clsd to acft over 80,000 lbs. Rwy 18-36 all safety areas NSTD. Electronic equipment, open ditches and erosion within safety area AER 36. MIRL Rwy 13-31 and Rwy 18-36, REIL Rwy 13, Rwy 31, Rwy 18 and Rwy 36 preset low ints dusk-dawn, to incr ints and ACTIVATE MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (985) 542-3433.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ NEW ORLEANS APP/DEP CON 119.3 125.5

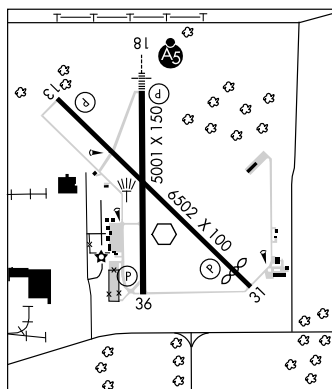
RADIO AIDS TO NAVIGATION: NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' 017° 27.5 NM to fld. 5/2E.

(T) VORW 109.6 HMU N30°31.17' W90°25.05' at fld. NOTAM FILE DRI.

ANGER NDB (LOM) 212 HP N30°36.38' W90°25.27' 174° 5.1 NM to fld. Unmonitored.

ILS 111.5 I-HPF Rwy 18. LOM ANGER NDB. ILS unmonitored weekends, unmonitored Mon-Fri 2300-1400Z†.



HARRY P. WILLIAMS MEM (See PATTERSON)

HART (See MANY)

HARVEY N29°51.01' W90°00.18' NOTAM FILE NEW.

NEW ORLEANS

(H) VORTACW 114.1 HRV Chan 88 220° 1.8NM to New Orleans NAS JRB

H-7E, 8F, L-21B, 22F, GOMC

(Alvin Callender Fld.). 0/2E.

VORTAC unusable:

360°-235° byd 30 NM blo 2,000'

247°-359° byd 30 NM blo 2,000'

236°-246° byd 20 NM blo 2,000'

HODGE N32°12.08' W92°43.56'. NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 256 JBL at Jonesboro. Unmonitored. Unusable 350°-005° byd 10 NM.

L-17E

HOMER MUNI (5F4) 3 E UTC-6(-5DT) N32°47.31' W93°00.22'

MEMPHIS

244 B NOTAM FILE DRI

L-17E

RWY 12-30: H3199X60 (ASPH) S-12 MIRL 0.5% up NW

IAP

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Rwy 12-30 MIRL OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12-30—122.8.

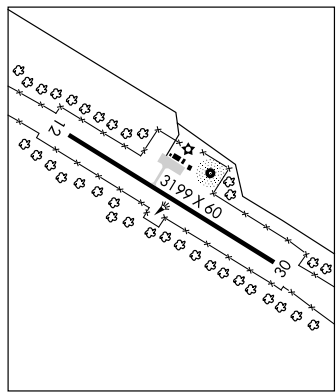
COMMUNICATIONS: CTAF 122.9

Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 081° 40.8 NM to fld. 190/7E.

NDB (MHW) 212 HMQ N32°47.41' W93°00.04' at fld. NOTAM FILE DRI.



WAAS CH 45818 W18A	APP CRS 180°	Rwy Idg 5001 TDZE 44 Apt Elev 47
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RNAV (GPS) RWY 18

HAMMOND NORTHSORE RGNL (HDC)

T Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MALSR



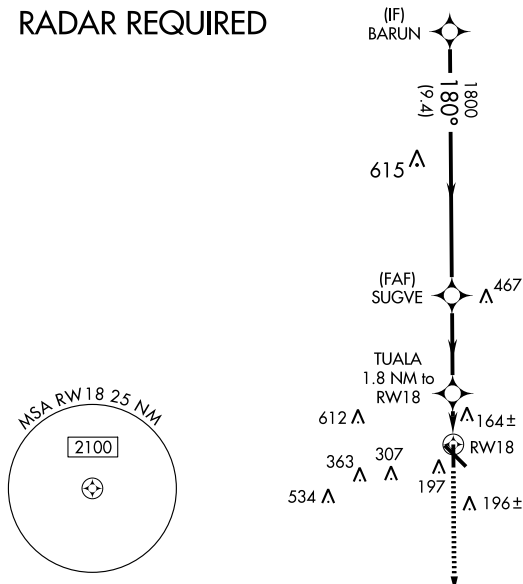
MISSED APPROACH:
Climb to 2200 direct
LYRON and hold.

AWOS-3
118.325

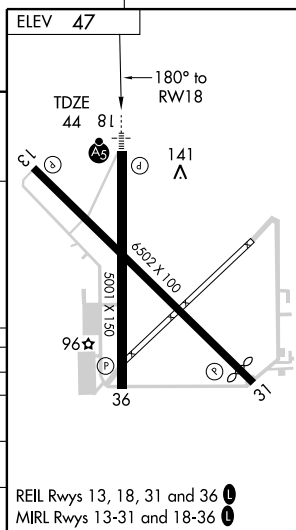
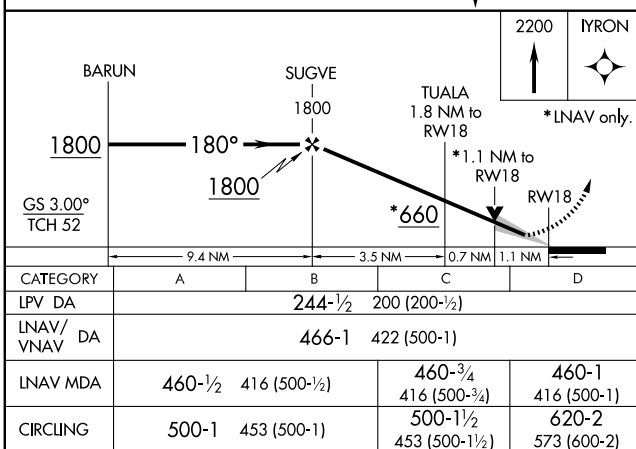
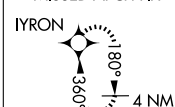
NEW ORLEANS APP CON
119.3 350.35

UNICOM
122.7 (CTAF) **L**

RADAR REQUIRED



MISSED APCH FIX



HAMMOND, LOUISIANA

Amdt 1 29JUL10

HAMMOND NORTHSORE RGNL (HDC)

30°31'N - 90°25'W

RNAV (GPS) RWY 18

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

APP CRS
315°

Rwy Idg **5812**
TDZE **43**
Apt Elev **47**

RNAV (GPS) RWY 31

HAMMOND NORTHSHORE RGNL (HDC)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV Cat D visibility ½ mile.
VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

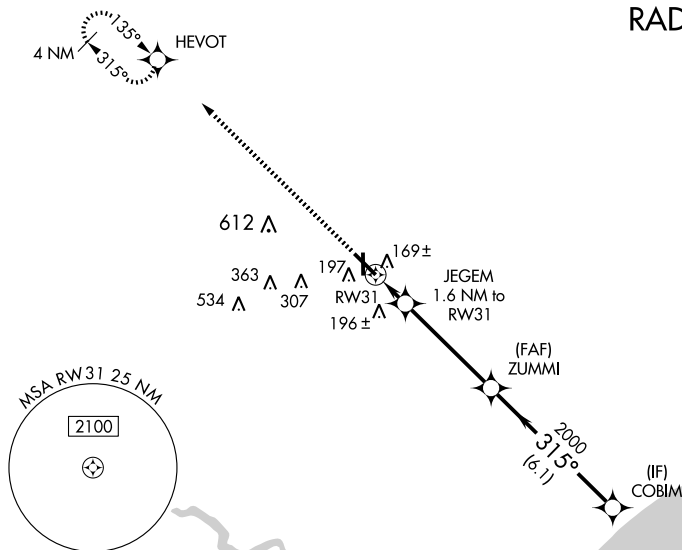
MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

AWOS-3
118.325

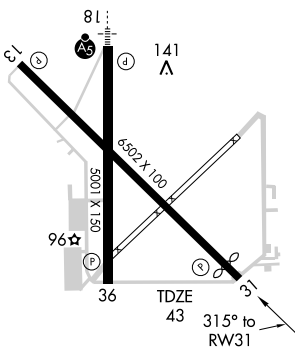
NEW ORLEANS APP CON
119.3 350.35

UNICOM
122.7 (CTAF) 0

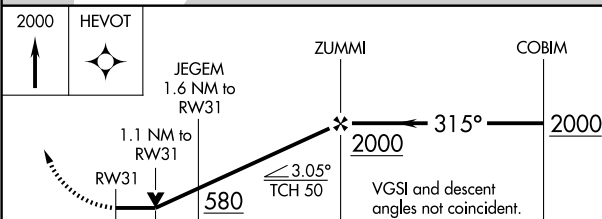
RADAR REQUIRED



ELEV **47**



REIL Rwys 13, 18, 31 and 36 **0**
MRL Rwys 13-31 and 18-36 **0**



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	500-1	453 (500-1)	500-1½ 453 (500-1½)	620-2 573 (600-2)

WAAS CH 42718 W36A	APP CRS 360°	Rwy Idg 5001 TDZE 43 Apt Elev 47
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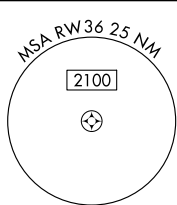
RNAV (GPS) RWY 36

HAMMOND NORTHSORE RGNL (HDC)

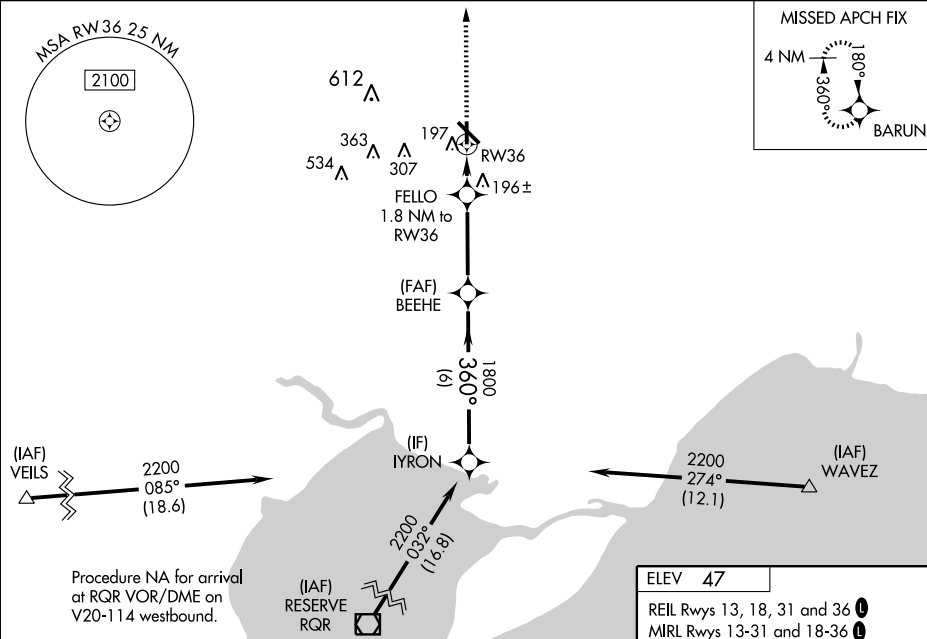
⚠ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C and Circling Cat D ¼ mile, and LNAV Cat D ½ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct BARUN and hold.

AWOS-3
118.325

NEW ORLEANS APP CON
119.3 350.35UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



Procedure	IRON
Turn	
NA	

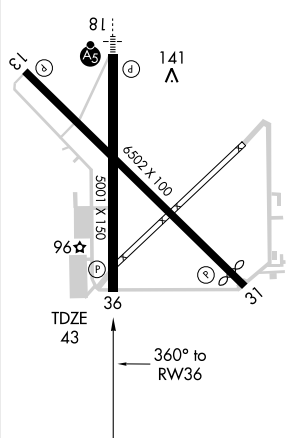
2200

GS 3.00°
TCH 52

	6 NM		3.5 NM		0.6 NM		1.2 NM	
CATEGORY	A		B		C		D	
LPV DA	293-3 ³ / ₄				250 (300-3 ³ / ₄)			
LNAV/ DA VNAV	447-1 ¹ / ₂				404 (400-1 ¹ / ₂)			
LNAV MDA	460-1		417 (500-1)		460-1 ¹ / ₄		417 (500-1 ¹ / ₄)	
CIRCLING	500-1		453 (500-1)		500-1 ¹ / ₂ 453 (500-1 ¹ / ₂)		620-2 573 (600-2)	

ELEV 47

REIL Rwys 13, 18, 31 and 36 **L**
MIRL Rwys 13-31 and 18-36 **L**



HAMMOND, LOUISIANA
Orig 29JUL10

30°31'N - 90°25'W

HAMMOND NORTHSORE RGNL (HDC)
RNAV (GPS) RWY 36

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VOR HMU
109.6

APP CRS
175°

Rwy Idg **5001**
TDZE **44**
Apt Elev **47**

VOR RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

NA When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, increase S-18 Cat A/C/D and Circling Cat C/D visibilities ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase Cat A visibility to 1 mile.

MALSR



MISSED APPROACH:
Climb to 1900 then right turn via HMU VOR R-185 to HMU VOR and hold.

AWOS-3

118.325

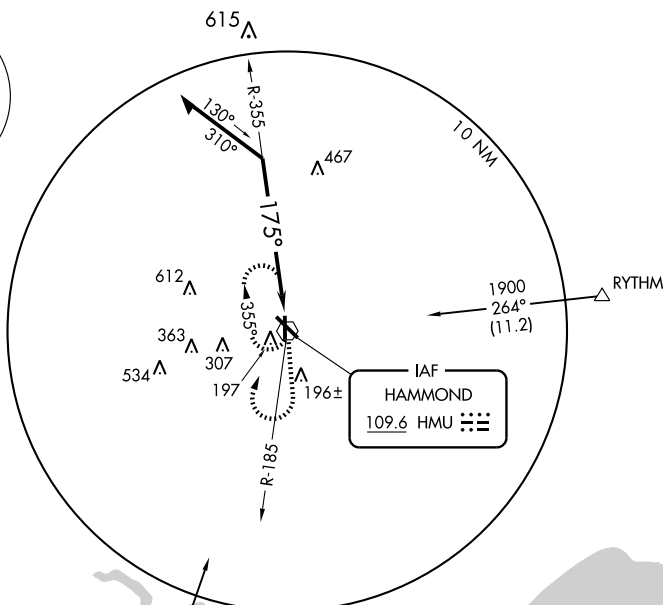
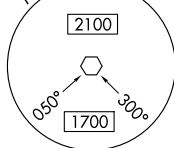
NEW ORLEANS APP CON

119.3 350.35

UNICOM

122.7 (CTAF)

MSA HMU 25 NM



RESERVE

110.8 RQR

Chan 45

Remain
within 10 NM

VOR

355°

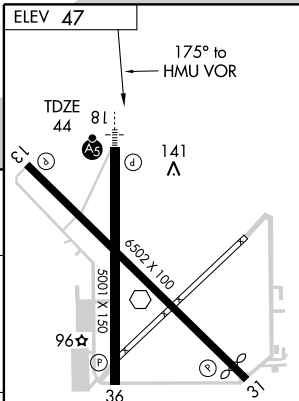
1900

175°

1900



HMU



CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¾ 776 (800-1¾)	820-2 776 (800-2)
CIRCLING	820-1 773 (800-1)	820-1¼ 773 (800-1¼)	820-2¼ 773 (800-2¼)	820-2½ 773 (800-2½)

REIL Rwy 13, 18, 31 and 36

MIRL Rwy 13-31 and 18-36

VOR HMU 109.6	APP CRS 308°	Rwy Idg TDZE Apt Elev	5812 43 47
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VOR RWY 31

HAMMOND NORTHSORE RGNL (HDC)

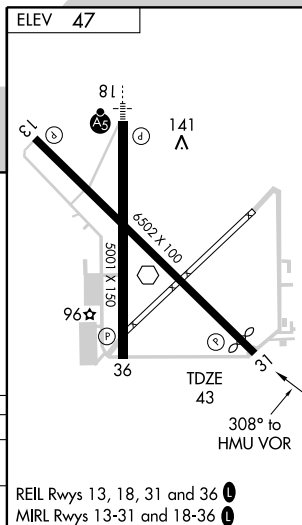
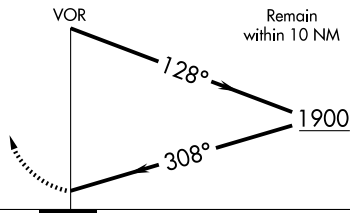
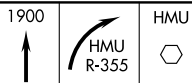
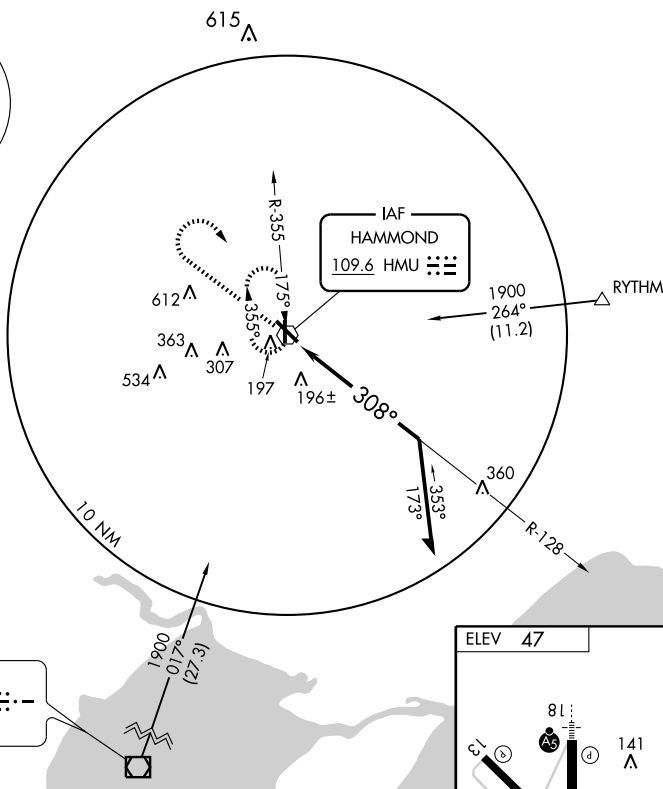
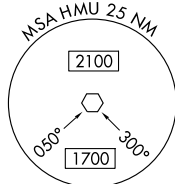
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1900 then right turn via HMU VOR R-355 to HMU VOR and hold.

AWOS-3
118.325

NEW ORLEANS APP CON
119.3 350.35

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-31	1000-1¼ 957 (1000-1¼)	1000-1½ 957 (1000-1½)	1000-3	957 (1000-3)
CIRCLING	1000-1¼ 953 (1000-1¼)	1000-1½ 953 (1000-1½)	1000-3	953 (1000-3)

HAMMOND NORTHSORE RGNL (HDC) 3 NE UTC-6(-5DT) N30°31.30' W90°25.10'

NEW ORLEANS

47 B S4 FUEL 100LL, JET A TPA-1003(956) NOTAM FILE DRI

H-7D, L-21B, 22F, GOMC

RWY 13-31: H6502X100 (ASPH-CONC) S-22, D-33 MIRL

IAP

RWY 13: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Trees.

RWY 31: REIL. PAPI(P4L)—GA 3.30° TCH 50'. Thld dspcd 690'. Trees.

RWY 18-36: H5001X150 (CONC) S-27, D-41 MIRL

RWY 18: MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 52'.

RWY 36: REIL. PAPI (P4L)—GA 3.0° TCH 52'.

AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z†, Sat-Sun

1400-0000Z†. Self service fuel avbl 24 hrs with credit card on west ramp. Full svc avbl on southeast ramp. Birds, deer and coyotes on and invof arpt. Ultralight activity on and invof arpt. Transient parking and military and government acft serviced at Southeast apron at the FBO. Unmarked N-S Twy adjacent Rwy 18-36 clsd to acft over 80,000 lbs. Rwy 18-36 all safety areas NSTD. Electronic equipment, open ditches and erosion within safety area AER 36. MIRL Rwy 13-31 and Rwy 18-36, REIL Rwy 13, Rwy 31, Rwy 18 and Rwy 36 preset low ints dusk-dawn, to incr ints and ACTIVATE MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (985) 542-3433.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ NEW ORLEANS APP/DEP CON 119.3 125.5

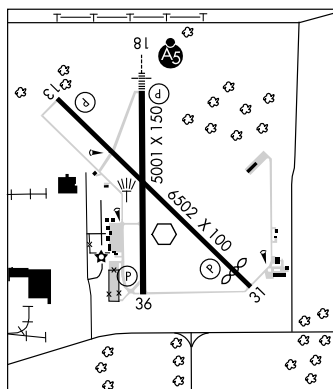
RADIO AIDS TO NAVIGATION: NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' 017° 27.5 NM to fld. 5/2E.

(T) VORW 109.6 HMU N30°31.17' W90°25.05' at fld. NOTAM FILE DRI.

ANGER NDB (LOM) 212 HP N30°36.38' W90°25.27' 174° 5.1 NM to fld. Unmonitored.

ILS 111.5 I-HPF Rwy 18. LOM ANGER NDB. ILS unmonitored weekends, unmonitored Mon-Fri 2300-1400Z†.



HARRY P. WILLIAMS MEM (See PATTERSON)

HART (See MANY)

HARVEY N29°51.01' W90°00.18' NOTAM FILE NEW.

NEW ORLEANS

(H) VORTACW 114.1 HRV Chan 88 220° 1.8NM to New Orleans NAS JRB

H-7E, 8F, L-21B, 22F, GOMC

(Alvin Callender Fld.). 0/2E.

VORTAC unusable:

360°-235° byd 30 NM blo 2,000'

247°-359° byd 30 NM blo 2,000'

236°-246° byd 20 NM blo 2,000'

HODGE N32°12.08' W92°43.56'. NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 256 JBL at Jonesboro. Unmonitored. Unusable 350°-005° byd 10 NM.

L-17E

HOMER MUNI (5F4) 3 E UTC-6(-5DT) N32°47.31' W93°00.22'

MEMPHIS

244 B NOTAM FILE DRI

L-17E

RWY 12-30: H3199X60 (ASPH) S-12 MIRL 0.5% up NW

IAP

RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Rwy 12-30 MIRL OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12-30—122.8.

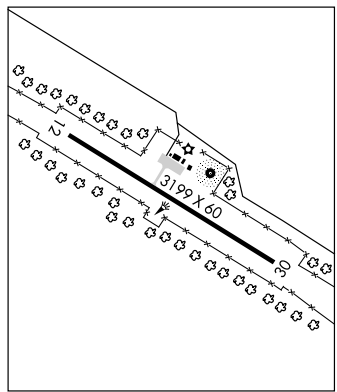
COMMUNICATIONS: CTAF 122.9

Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 081° 40.8 NM to fld. 190/7E.

NDB (MHW) 212 HMQ N32°47.41' W93°00.04' at fld. NOTAM FILE DRI.



NDB HMQ 212	APP CRS 109°	Rwy Idg TDZE Apt Elev	3199 244 244
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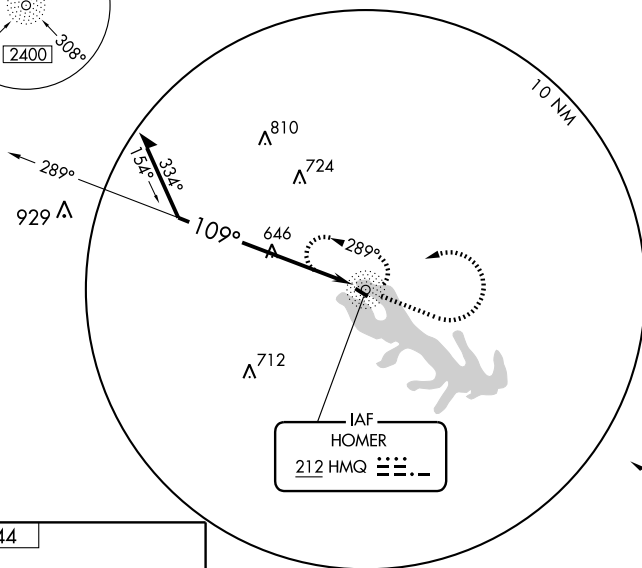
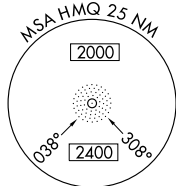
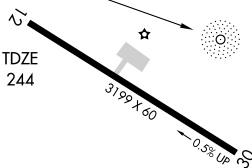
NDB RWY 12

HOMER MUNI (5F4)

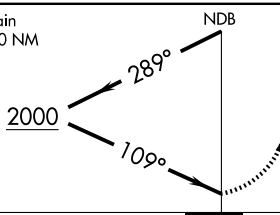
▼ Use Barksdale AFB altimeter setting.

▲ NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

SHREVEPORT APP CON
118.6 350.2CTAF
122.9**122.8 0**ELEV **244**109° to
HMQ NDBMIRL Rwy 12-30 **0**

Knots	60	90	120	150	180
Min:Sec					

Remain
within 10 NM

1500	2000	HMQ
↑	↪	212

CATEGORY	A	B	C	D
S-12	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA
CIRCLING	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA

RNAV (GPS) RWY 12

HOMER MUNI (5F4)

APP CRS 120°	Rwy Idg TDZE Apt Elev	3199 244 244
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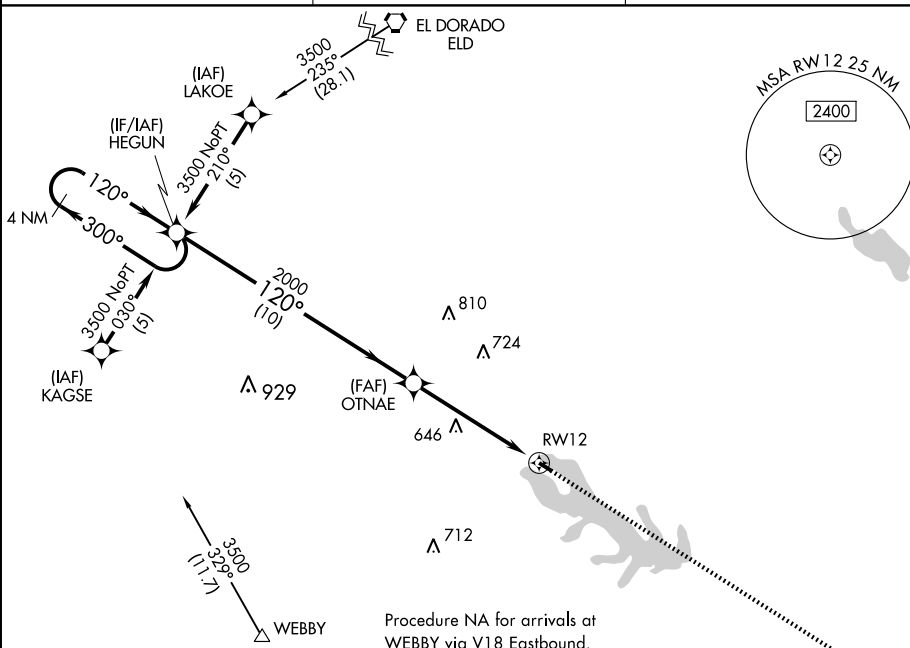
▼ Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.
 ▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

SHREVEPORT APP CON
118.6 350.2

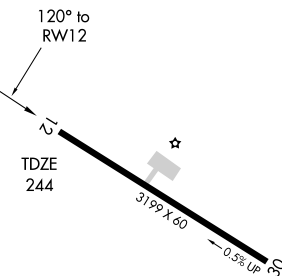
CTAF
122.9

122.8 0



ELEV **244**

MISSED APCH FIX



MIRL Rwy 12-30 0

4 NM Holding Pattern		HEGUN	OTNAE	RW12
3500		300°	120°	
		120°		
		2000	3.04°	
			TCH 40	
		10 NM	5.3 NM	
CATEGORY	A	B	C	D
LNAV MDA	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA
CIRCLING	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA

HOMER, LOUISIANA

Amdt 1 08157

32°47'N-93°00'W

HOMER MUNI (5F4)

RNAV (GPS) RWY 12

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 30

HOMER MUNI (5F4)



NA

Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

SHREVEPORT APP CON

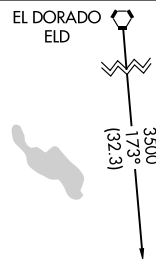
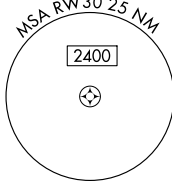
118.6 350.2

CTAF

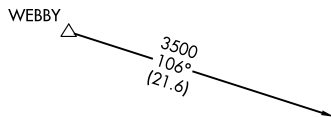
122.9

122.8 0

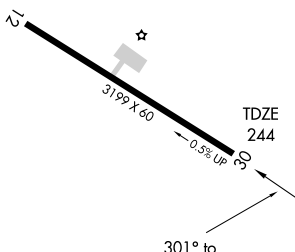
MISSED APCH FIX



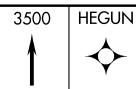
810 Δ
 Δ 724
 Δ 929
646 Δ
 Δ 712



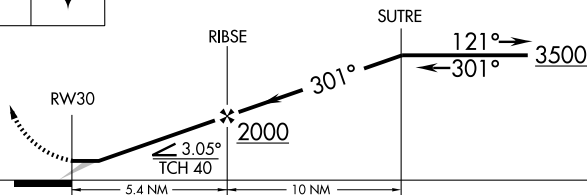
ELEV 244



MIRL Rwy 12-30 0



4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	840-1	596 (600-1)	840-1½ 596 (600-1½)	NA
CIRCLING	840-1	596 (600-1)	840-1½ 596 (600-1½)	NA

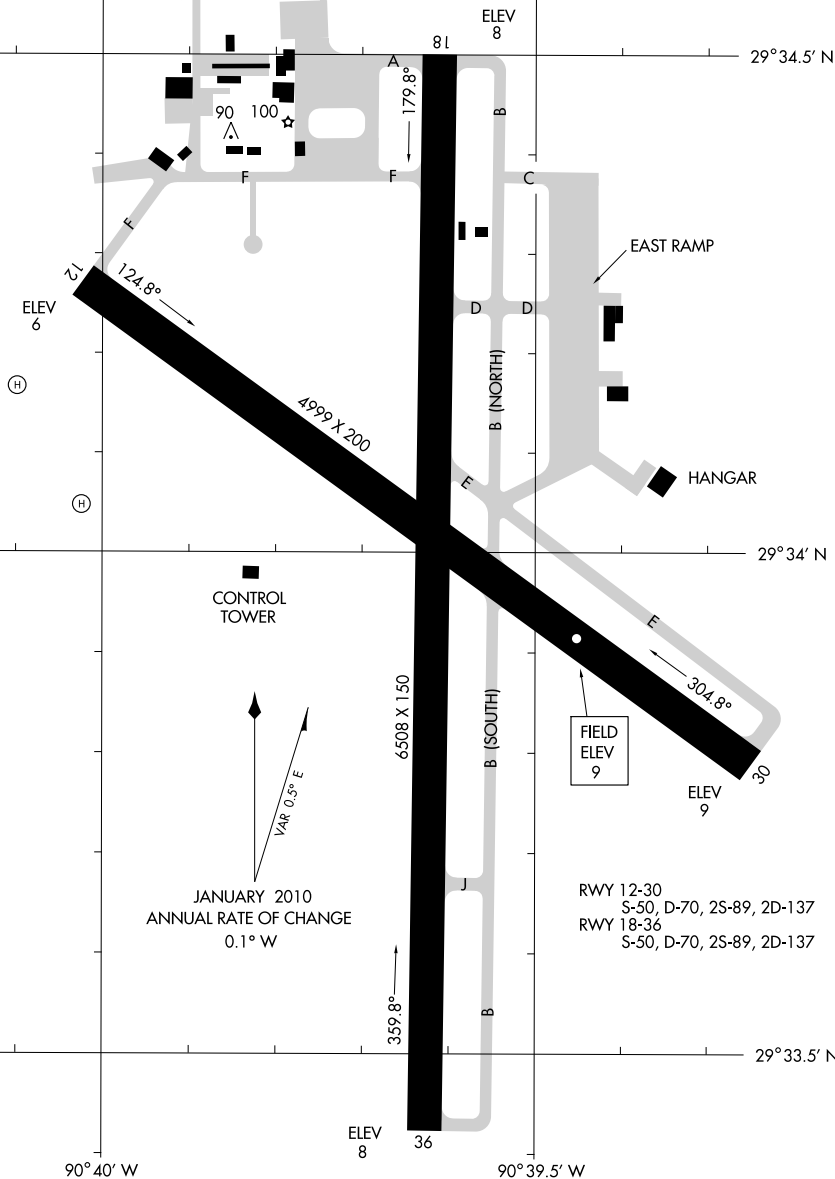
AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA

ATIS 120.25
HOUMA TOWER ★
125.3 346.3
GND CON
121.8

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

HOUMA N29°20.23' W90°38.71'
RCO 122.45 (DE RIDDER RADIO)

HOUSTON
L-22F

HOUMA—TERREBONNE (HUM) 3 SE UTC-6(-5DT) N29°33.99' W90°39.63'
10 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1010(1000) NOTAM FILE HUM
RWY 18-36: H6508X150 (CONC-GRVD) S-50, D-70, 2S-89, 2D-137 HIRL

NEW ORLEANS
H-7D, L-21B, 22F
IAP, AD

RWY 18: MALSR. PAPI(P2L). Trees.

RWY 36: REIL. PAPI(P2L). Trees.

RWY 12-30: H4999X200 (CONC) S-50, D-70, 2S-89, 2D-137 HIRL

RWY 12: REIL. PAPI(P2L). Trees.

RWY 30: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1200-0100Z±. Birds on and invof arpt. Numerous birds 500' AGL and blo 2.8 NM south southwest AER 36, avoidance advised. Extensive helicopter ops south thru west of arpt. Rwy 12-30 surface skid resistance fair when wet. Rwy 36 PAPI and REIL OTS indef. ACTIVATE HIRL Rwy 12-30 and Rwy 18-36 and MALSR Rwy 18 and REIL Rwy 12, Rwy 30 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.25 (985) 876-4055. LAWRs.

COMMUNICATIONS: CTAF 125.3 ATIS 120.25 UNICOM 122.95

® NEW ORLEANS APP/DEP CON 118.9

TOWER 125.3 (1200-0100Z±) GND CON 121.8

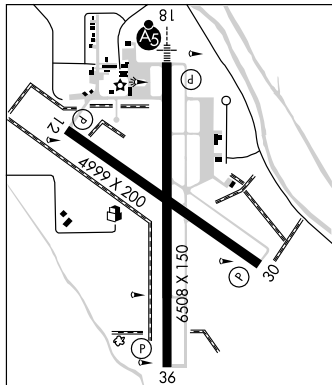
AIRSPACE: CLASS D svc 1200-0100Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86' W90°49.75' 122° 10.6 NM to fld. 10/2E.

NDB (LOM) 219 HU N29°39.80' W90°39.58' 178° 5.8 NM to fld. LOM unmonitored.

ILS 108.5 I-HUM Rwy 18. LOM HOUMA NDB. LOM unmonitored.



IDA'S HELIPORT (L87) 0 N UTC-6(-5DT) N33°00.26' W93°53.59'

MEMPHIS

286 NOTAM FILE DRI

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: Attended continuously. Helipad H1 perimeter lgts. Helipad H1 100' water twr 300' E and 149' radio twr 500' S of pad. For perimeter lgts call 318-284-3273. Helipad H1 apch-departure 30°-210°.

COMMUNICATIONS: CTAF 122.9

INDEPENDENCE IPN N28°05.10' W87°59.15'

L-21C, GOMC

AWOS-3 118.125

JEANERETTE

LE MAIRE MEM (2R1) 1 S UTC-6(-5DT) N29°53.95' W91°39.96'

HOUSTON

L-21B, 22F

14 B **FUEL** 100LL NOTAM FILE DRI

RWY 04-22: H3000X75 (ASPH) S-6 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dspcd 603'. Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self svc with credit card. MIRL Rwy 04-22 and REIL Rwy 04 and 22 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 133° 24.5 NM to fld. 36/3E.

HIWAS.

JENA (1R1) 2 SW UTC-6(-5DT) N31°40.04' W92°09.45'

HOUSTON

L-22E

212 B NOTAM FILE DRI

RWY 17-35: H3805X75 (ASPH) S-12 MIRL

RWY 17: SAVASI(S2L)—GA 4.0° TCH 21'. Trees.

RWY 35: REIL. SAVASI(S2L)—GA 4.6° TCH 26'. Trees.

AIRPORT REMARKS: Unattended. Rwy 35 REIL OTS indef. Rwy 17 SAVASI OTS indef. Rwy 35 SAVASI OTS indef.

Rotating bcn OTS indef. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 35—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 033° 30.2 NM to fld.

80/3E. HIWAS.

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg TDZE 9 Apt Elev 10	4999
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COPTER VOR/DME RWY 12

HOUMA-TERREBONNE (HUM)

A When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

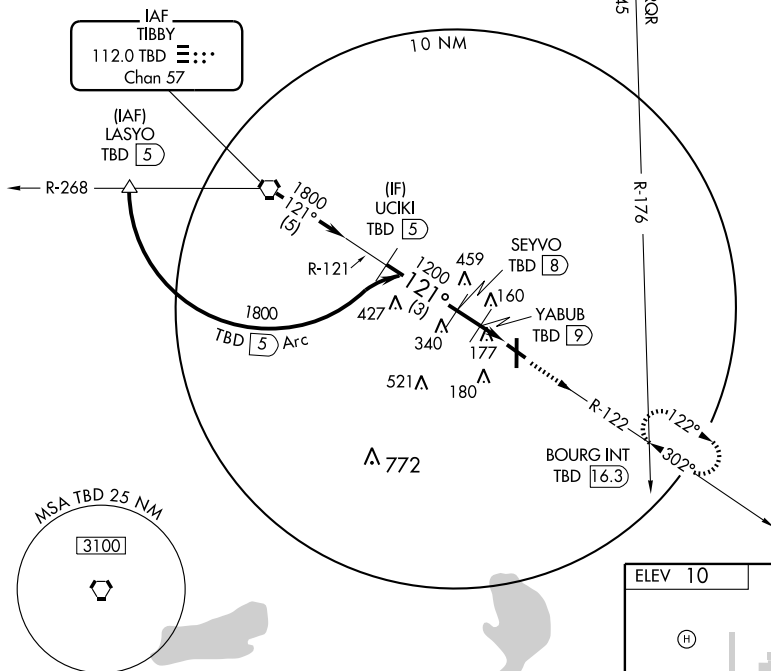
ATIS
120.25

NEW ORLEANS APP CON
118.9 256.9

HOUMA TOWER*
125.3 (CTAF) 0346.3

GND CON
121.8

UNICOM
122.95



Procedure Turn NA UCICKI (TBD 5) VGS1 and descent angles not coincident.

1800
↑
TBD R-122
BOURG INT

1800

121°

SEYVO
TBD 8

YABUB
TBD 9

1200

5.03°

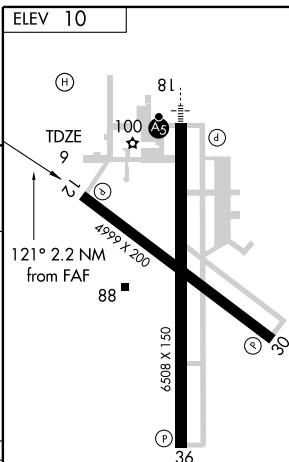
TCH 45

640

TBD 10.2

3 NM 1 NM 1.2 NM

CATEGORY	COPTER	B	C	D
H-12	440-3/4 431 (500-3/4)	NA	NA	NA



REIL Rwy 12, 30, and 36
HIRL Rwy 12-30 and 18-36

ILS or LOC RWY 18

HOUMA-TERREBONNE (HUM)

LOC I-HUM 108.5	APP CRS 179°	Rwy Idg TDZE Apt Elev	6508 9 10
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▼ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

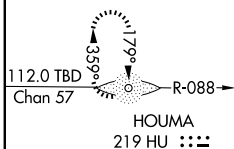
MALSR



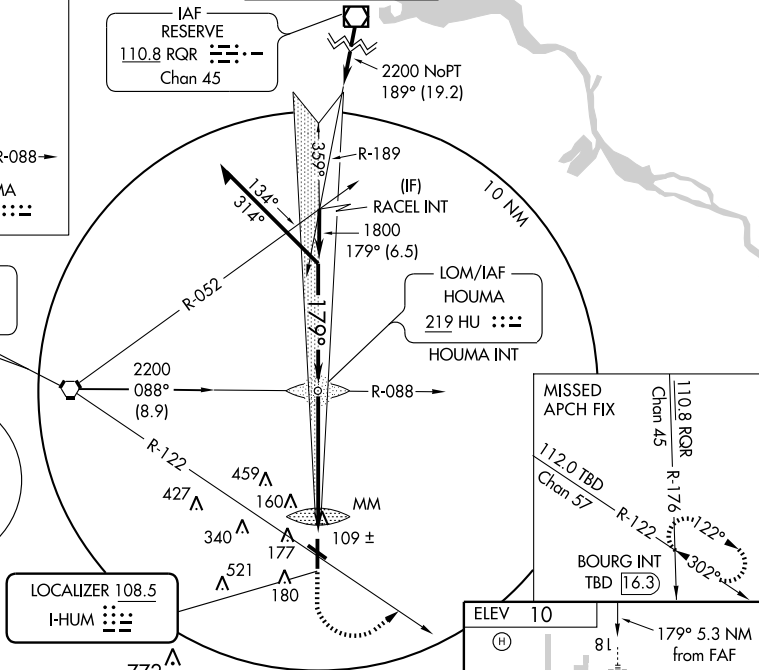
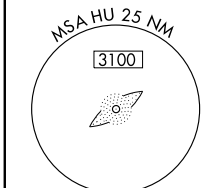
MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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ALTERNATE MISSED
APCH FIX



TIBBY
112.0 TBD
Chan 57



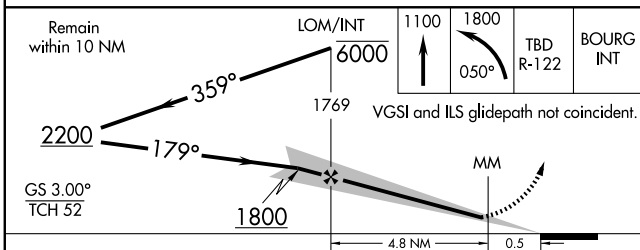
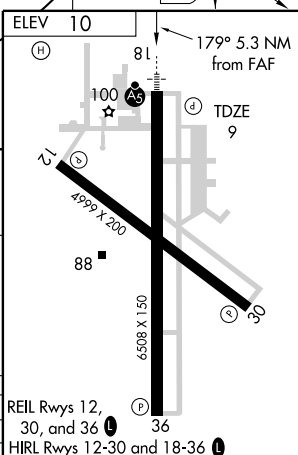
MISSED
APCH FIX

110.8 RQR
Chan 45

112.0 TBD
Chan 57

R-122

BOURG INT
TBD 16.3



CATEGORY	A	B	C	D
S-ILS 18		209-½	200 (200-½)	
S-LOC 18		360-½	351 (400-½)	360-¾ 351 (400-¾)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

REIL Rwy 12, 30, and 36	36
HIRL Rwy 12-30 and 18-36	
FAF to MAP 5.3 NM	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

WAAS CH 56313 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	4999 9 10
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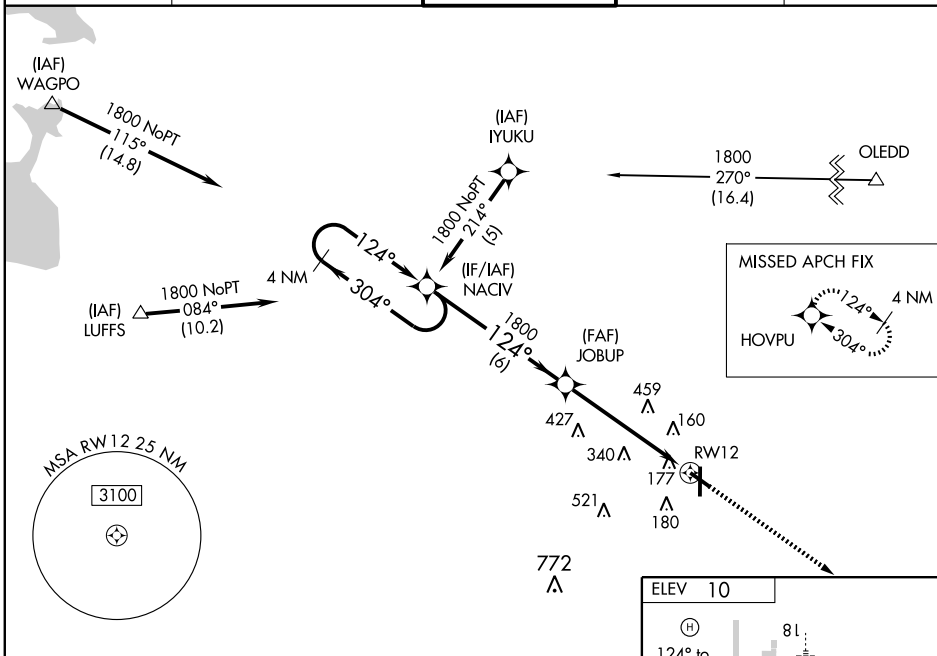
RNAV (GPS) RWY 12

HOUMA-TERREBONNE (HUM)

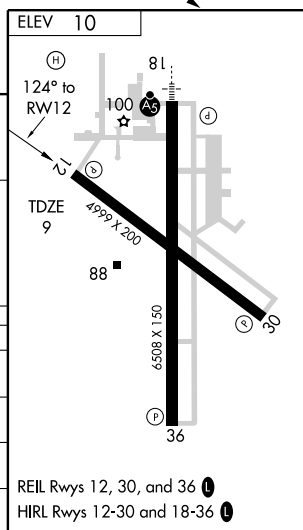
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3 (CTAF) 0 346.3	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident.				
1800				
304° 124°				
GS 3.00° TCH 45				
6 NM 5.4 NM				
CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1	671 (700-1)	680-2	680-2¼
			671 (700-2)	671 (700-2¼)
CIRCLING	680-1	670 (700-1)	680-2	680-2¼
			670 (700-2)	670 (700-2¼)



WAAS CH 99413 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	6508 9 10
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RNAV (GPS) RWY 18

HOUMA-TERREBONNE (HUM)

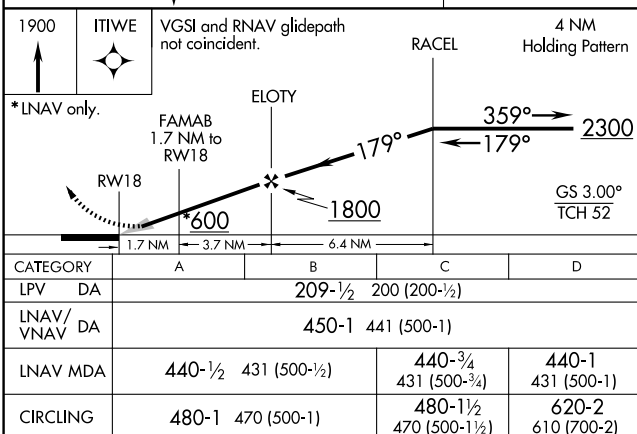
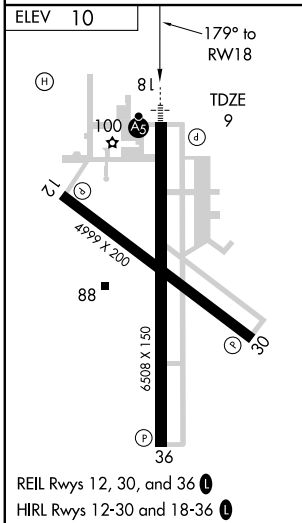
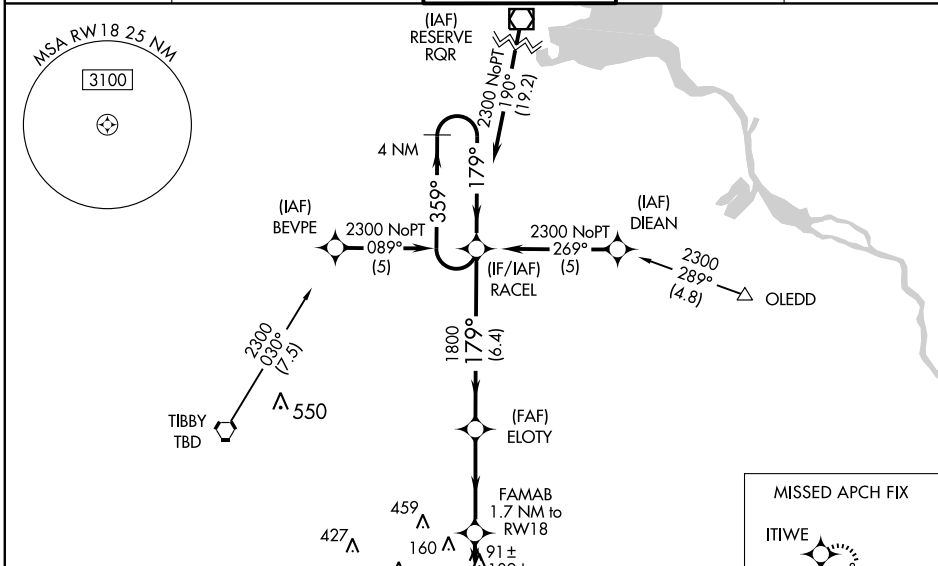
▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3(CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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WAAS CH 61013 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	4999 10 10
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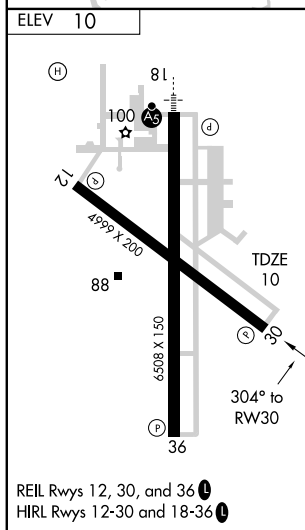
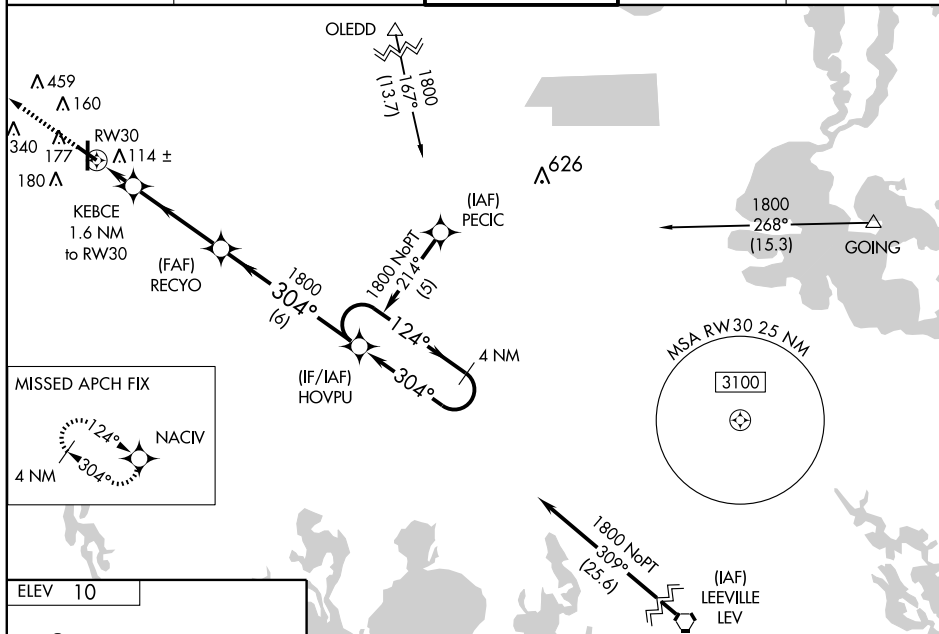
RNAV (GPS) RWY 30



HOUMA-TERREBONNE (HUM)

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3 (CTAF) 0 346.3	GND CON 121.8	UNICOM 122.95
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1800		NACIV		VGSi and RNAV glidepath not coincident.		4 NM Holding Pattern	
							
* LNAV only							

WAAS CH 56413 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6508 9 10
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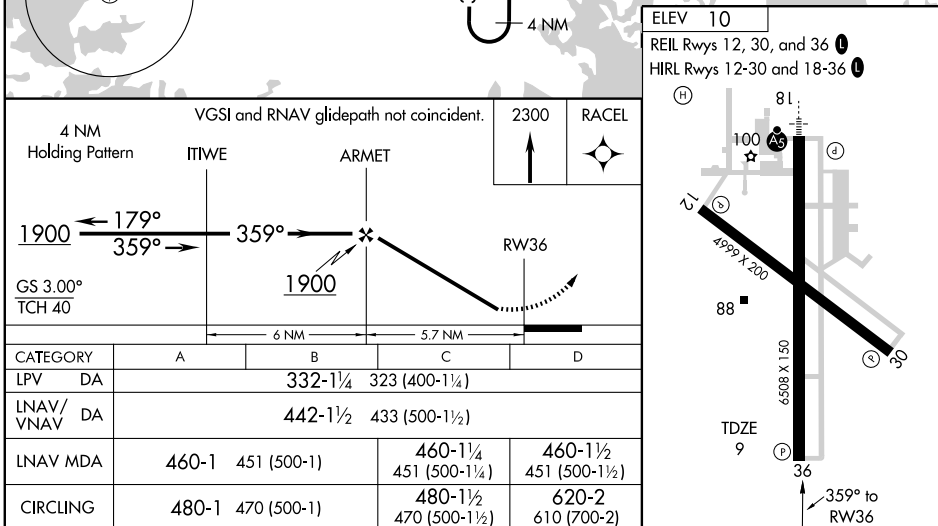
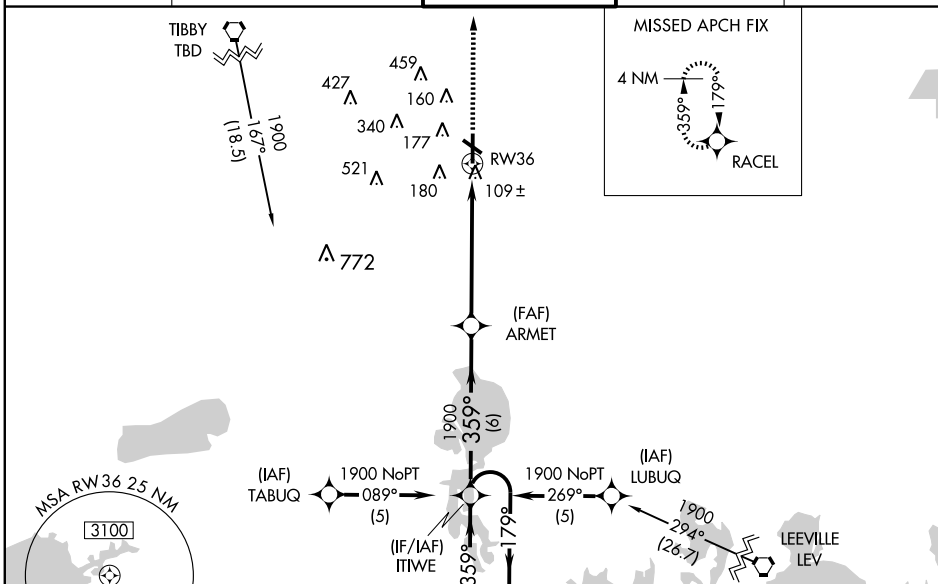
RNAV (GPS) RWY 36

HOUMA-TERREBONNE (HUM)

- ▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER★ 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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VORTAC TBD
112.0
 Chan **57**

APP CRS
302°

Rwy Idg **4999**
 TDZE **10**
 Apt Elev **10**

VOR/DME RWY 30
 HOUMA-TERREBONNE (HUM)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS
120.25

NEW ORLEANS APP CON
118.9 256.9

HOUMA TOWER★
125.3 (CTAF) 0346.3

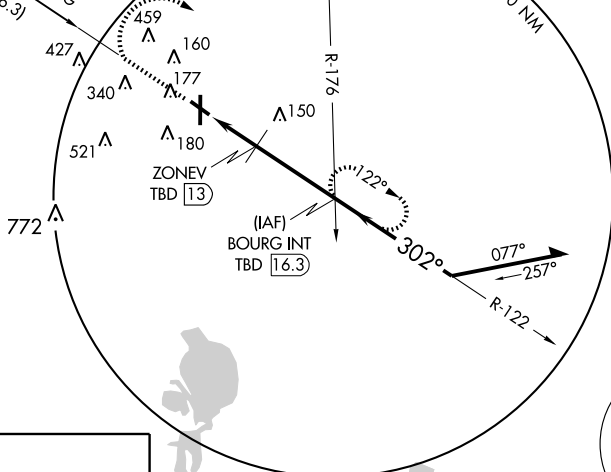
GND CON
121.8

UNICOM
122.95

TIBBY
 112.0 TBD
 Chan 57

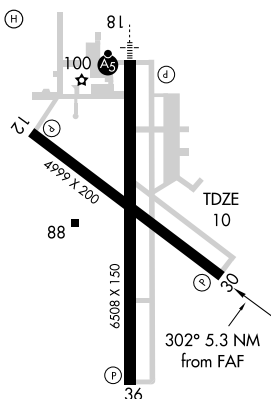
RESERVE
 110.8 RQR
 Chan 45

1800 to BOURG
 122°
 (16.3)

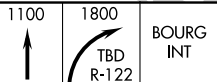


MSA TBD 25 NM

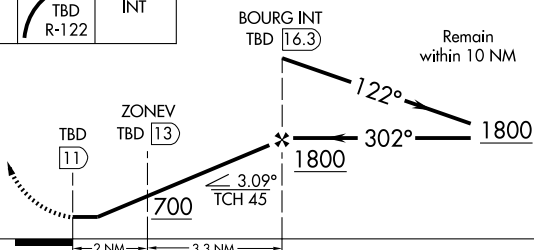
ELEV 10



REIL Rwys 12, 30, and 36
 HIRL Rwys 12-30 and 18-36



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-30	400-1	390 (400-1)		400-1¼ 390 (400-1¼)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg TDZE Apt Elev	4999 9 10
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VOR RWY 12

HOUMA-TERREBONNE (HUM)

⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Int'l altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG Int/TBD 16.3 DME and hold.

ATIS
120.25

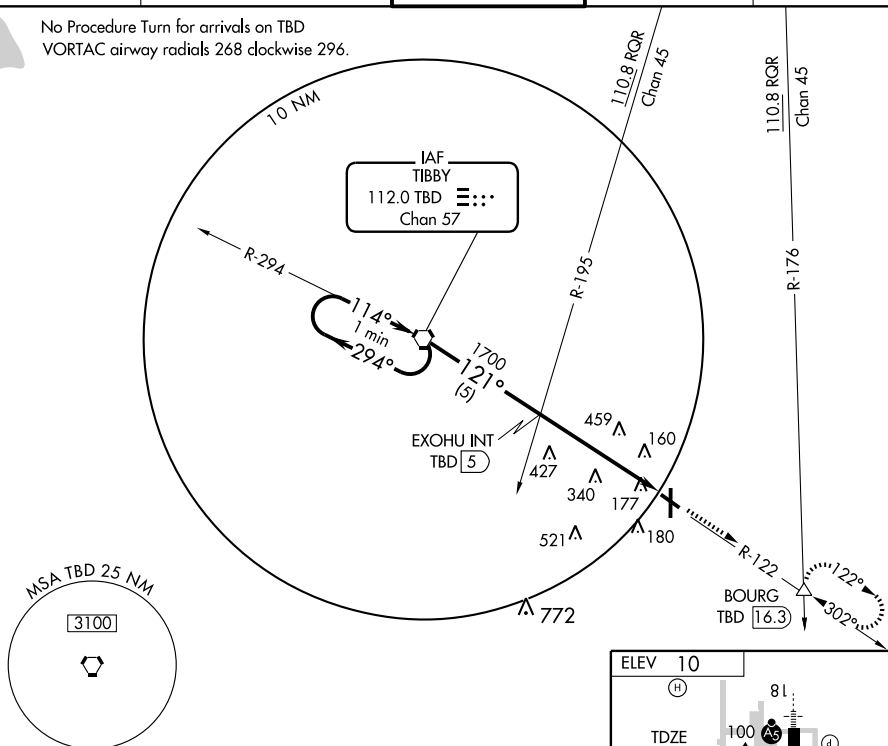
NEW ORLEANS APP CON
118.9 256.9

HOUMA TOWER★
125.3(CTAF) **0346.3**

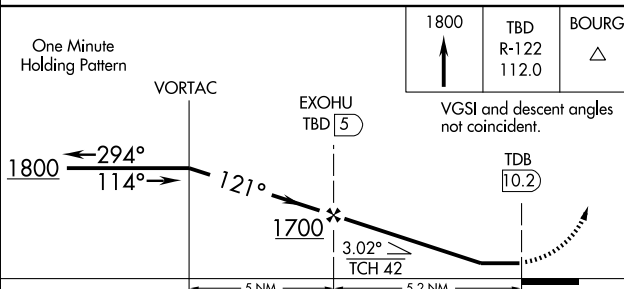
GND CON
121.8

UNICOM
122.95

No Procedure Turn for arrivals on TBD
VORTAC airway radials 268 clockwise 296.

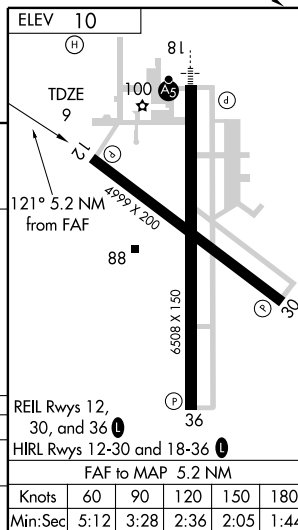


One Minute
Holding Pattern



1800	TBD R-122 112.0	BOURG △
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VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-12	720-1 711 (800-1)		720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1 710 (800-1)		720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)

JENNINGS (3R7) 1 NW UTC-6(-5DT) N30°14.56' W92°40.41'

23 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 08-26: H5002X75 (ASPH) S-12 MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 13-31: H3601X75 (ASPH) S-12 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld displcd 588'. Trees.

RWY 17-35: 1977X150 (TURF)

RWY 17: Pole. Rgt tfc.

RWY 35: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1200-2200Z. Self svc fuel avbl after hrs with credit card. Ultralight activity invof arpt. Numerous agricultural acft invof arpt. Rwy 17-35 and thlds outlined with orange cones. 20' unlgtd tower 150' from approach end Rwy 35. Rwy 13-31—A few small cracks in rwy. MIRL Rwy 08-26 and Rwy 13-31, REIL Rwy 8, Rwy 26, Rwy 13 and Rwy 31 preset low ints dusk to dawn, to increase ints ACTIVATE. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

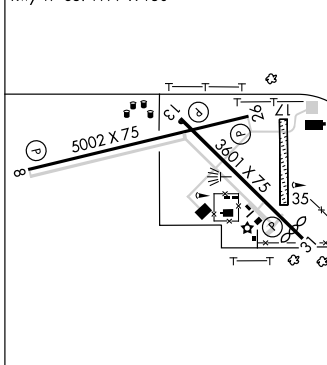
Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 068° 23.3 NM to fld. 20/7E.

Rwy 17-35: 1977 X 150



JOHN H HOOKS JR MEM (See RAYVILLE)

JONESBORO (F88) 3 S UTC-6(-5DT) N32°12.12' W92°43.98'

256 B FUEL JET A1 NOTAM FILE DRI

RWY 17-35: H3203X75 (ASPH) S-28 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. Lighted wind tee midfield. Bcn not rotating indefinitely. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ MONROE APP/DEP CON 126.9 (1200-0400Z)

Ⓡ FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

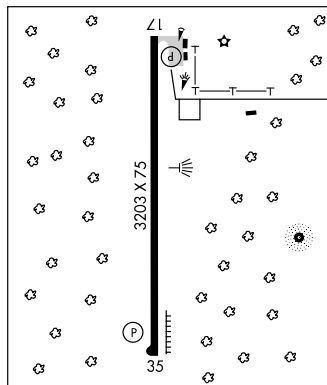
MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 239° 40.1 NM to fld. 80/3E. HIWAS.

HODGE NDB (MHW) 256 JBL N32°12.08' W92°43.56' at fld. NOTAM FILE DRI. Unmonitored. Unusable 350°-005° byd 10 NM.

MEMPHIS

L-17E

IAP



JONESVILLE (L32) 0 W UTC-6(-5DT) N31°37.22' W91°50.06'

56 B FUEL 100LL NOTAM FILE DRI

RWY 06-24: H3000X75 (ASPH) S-16 MIRL

RWY 06: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 24: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. Rwy 24 SAVASI OTS indef. Rwy 06 SAVASI OTS indef. MIRL Rwy 06-24 preset low ints dusk to dawn, to incr ints ACTIVATE—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 054° 40.5 NM to fld. 80/3E. HIWAS.

HOUSTON

L-22E

APP CRS **077°**
Rwy Idg **5002**
TDZE **17**
Apt Elev **23**

RNAV (GPS) RWY 8
JENNINGS (3R7)

▼ Use Lake Charles Rgnl altimeter setting.
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

LAKE CHARLES APP CON ★
119.8 282.3

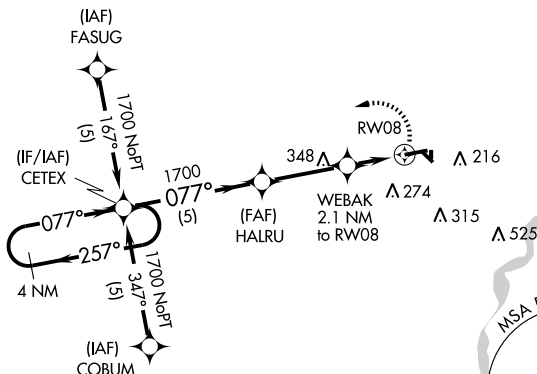
UNICOM
122.8 (CTAF) 0

1549 ▲

Procedure NA for arrival at MAXON on V222-557 northeast bound.

Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.

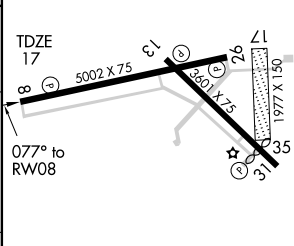
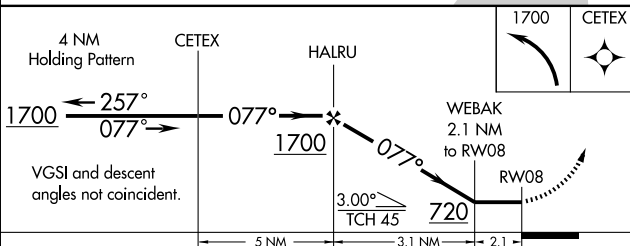
1700 NoPT
069°
(12.6)
(IAF)
LAKE CHARLES
LCH



Procedure NA for arrival at GUSTI on V194 southwest bound.

GUSTI

ELEV 23



CATEGORY	A	B	C	D
RNAV MDA	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	NA
CIRCLING	640-1	617 (700-1)	660-1¾ 637 (700-1¾)	NA

REIL Rwy 8, 26, 13, and 31
MIRL Rwy 8-26 and 13-31

VORTAC LCH 113.4 Chan 81	APP CRS 067°	Rwy Idg TDZE Apt Elev	5002 17 23
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VOR/DME RWY 8
JENNINGS (3R7)

▼ Use Lake Charles Rgnl altimeter setting.
▲ NA

MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

LAKE CHARLES APP CON ★
119.8 282.3

UNICOM
122.8 (CTAF) 0

1549 ▲

10 NM

IAF
LAKE CHARLES
113.4 LCH
Chan 81



081°

261°

1700

067°

(12)

R-067

(IF)

CORUP

LCH 12

1700

067°

(5.5)

FENAN

LCH 17.5

R-057

348

▲

274

▲

315

▲

525

▲

216

MSA LCH 25 NM

2600



ELEV 23

CORUP
LCH 12

VGSI and descent angles not coincident.

2000 LCH
LCH R-057 113.4

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

067°

1700

Procedure Turn
NA

3.00°
TCH 45

LCH
22.7

5.5 NM

5.2 NM

CATEGORY	A	B	C	D
S-8	720-1 703 (700-1)	720-1¼ 703 (700-1¼)	720-2 703 (700-2)	NA
CIRCLING	720-1 697 (700-1)	720-1¼ 697 (700-1¼)	720-2 697 (700-2)	NA

TDZE
17
5002 X 75
067° 5.2 NM
from FAF
26
1977 X 190
31
35

REIL Rwy 8, 26, 13 and 31
MIRL Rwy 8-26 and 13-31

JENNINGS (3R7) 1 NW UTC-6(-5DT) N30°14.56' W92°40.41'

23 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 08-26: H5002X75 (ASPH) S-12 MIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 13-31: H3601X75 (ASPH) S-12 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld displcd 588'. Trees.

RWY 17-35: 1977X150 (TURF)

RWY 17: Pole. Rgt tfc.

RWY 35: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1200-2200Z. Self svc fuel avbl after hrs with credit card. Ultralight activity invof arpt. Numerous agricultural acft invof arpt. Rwy 17-35 and thlds outlined with orange cones. 20' unlgtd tower 150' from approach end Rwy 35. Rwy 13-31—A few small cracks in rwy. MIRL Rwy 08-26 and Rwy 13-31, REIL Rwy 8, Rwy 26, Rwy 13 and Rwy 31 preset low ints dusk to dawn, to increase ints ACTIVATE. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

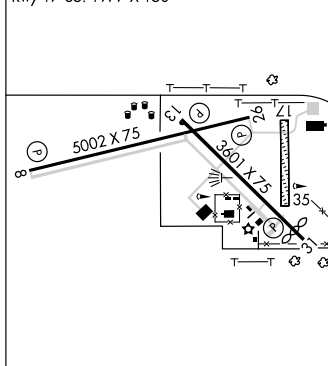
Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 068° 23.3 NM to fld. 20/7E.

Rwy 17-35: 1977 X 150



JOHN H HOOKS JR MEM (See RAYVILLE)

JONESBORO (F88) 3 S UTC-6(-5DT) N32°12.12' W92°43.98'

256 B FUEL JET A1 NOTAM FILE DRI

RWY 17-35: H3203X75 (ASPH) S-28 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt.

Lighted wind tee midfield. Bcn not rotating indefinitely. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ MONROE APP/DEP CON 126.9 (1200-0400Z)

Ⓡ FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

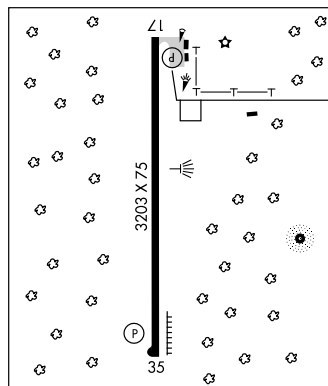
MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 239° 40.1 NM to fld. 80/3E. HIWAS.

HODGE NDB (MHW) 256 JBL N32°12.08' W92°43.56' at fld. NOTAM FILE DRI. Unmonitored. Unusable 350°-005° byd 10 NM.

MEMPHIS

L-17E

IAP



JONESVILLE (L32) 0 W UTC-6(-5DT) N31°37.22' W91°50.06'

56 B FUEL 100LL NOTAM FILE DRI

RWY 06-24: H3000X75 (ASPH) S-16 MIRL

RWY 06: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 24: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. Rwy 24 SAVASI OTS indef. Rwy 06 SAVASI OTS indef. MIRL Rwy 06-24 preset low ints dusk to dawn, to incr ints ACTIVATE—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 054° 40.5 NM to fld. 80/3E. HIWAS.

HOUSTON

L-22E

APP CRS
017°Rwy Idg **3203**
TDZE **256**
Apt Elev **256****NDB or GPS RWY 35**

JONESBORO (F88)



Use Monroe altimeter setting.

MISSED APPROACH: Climb to 2000 then right turn direct
JBL NDB and hold.MONROE APP CON ★
126.9 307.9(CTAF)
122.9 0

A 1378

MONROE

117.2 MLU

Chan 119

ELM GROVE

111.2 EMG

Chan 49

IAF

HODGE

256 JBL

2000
098°
(45.8)2000
239°
(39.8)

(COJGU)

017°

157°

332°

10 NM

MSA JBL 25 NM

2400

3100

230°

320°

ELEV 256

ZL

④

3203 X 75

TDZE
256017° to
JBL NDB

35

Remain
within 10 NM

NDB

197°

(COJGU)

017°

2000

JBL

256

CATEGORY

A

B

C

D

S-35

940-1 684 (700-1)

940-2
684 (700-2)

NA

CIRCLING

960-1 704 (800-1)

960-2
704 (800-2)

NA

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 0

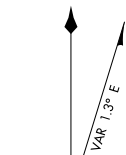
AIRPORT DIAGRAM

AL-865 (FAA)

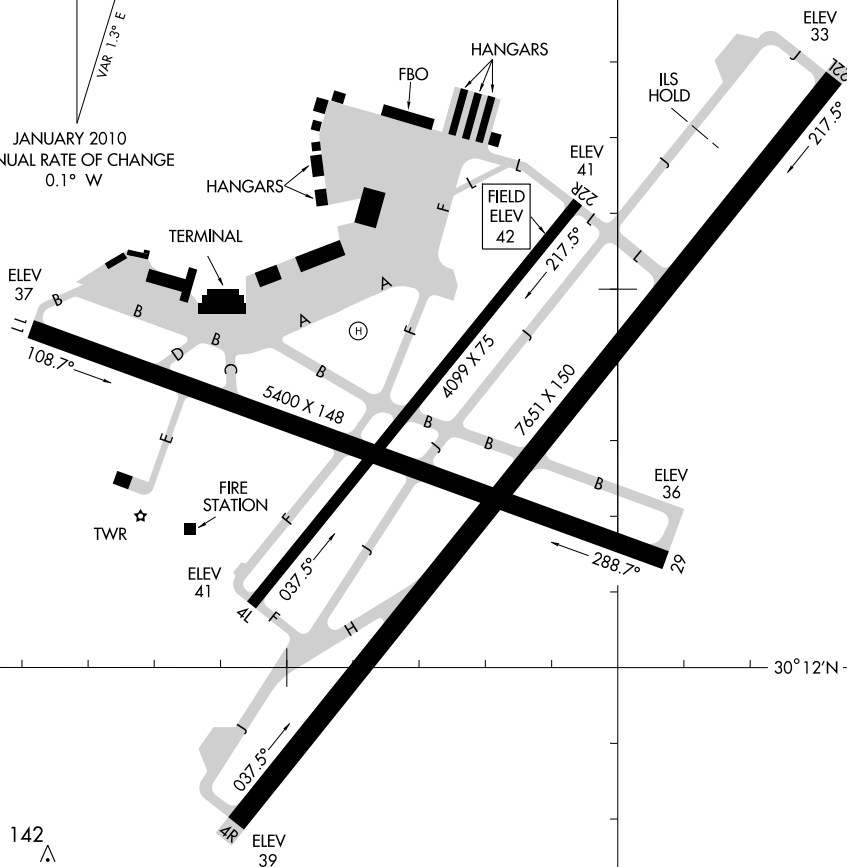
LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA

ATIS
134.05
LAFAYETTE TOWER ★
118.5 257.8
GND CON
121.8
CLNC DEL
125.55

D



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



142
△

RWY 04L-22R
S-25, D-32
RWY 04R-22L
S-140, D-170, 2S-175, 2D-290
RWY 11-29
S-85, D-110, 2S-140, 2D-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°00'W

91°59'W

AIRPORT DIAGRAM

LAFAYETTE, LOUISIANA
LAFAYETTE RGNL (LFT)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

KEITHVILLE

BLUEBIRD HILL (5F5) 2 NE UTC-6(-5DT) N32°20.68' W93°47.99'

MEMPHIS

180 B S2 NOTAM FILE DRI

RWY 18-36: 3000X40 (ASPH-TURF) LIRL

RWY 18: Thld dsplcd 430'. Trees.

RWY 36: Thld dsplcd 850'. Trees.

AIRPORT REMARKS: Attended continuously. For LIRL Rwy 18-36 call 318-925-2302. First 430' Rwy 18 paved. Rwy 18-36 very unlevel grade full length; rwy ends stop at 50' trees. Rwy 18-36 dsplcd thld marked with one orange cone on each side. For rotating bcn call 318-925-2302.

COMMUNICATIONS: CTAF 122.9

KELLY

(See OAK GROVE)

KEYLI

N30°11.58' W93°15.79' NOTAM FILE LCH.

HOUSTON

NDB (LOM) 353 LC 150° 4.5 NM to Lake Charles Rgnl. Unmonitored when twr closed.

KIBS AIR PARK

(See BRISTOL)

KINTE

N30°01.51' W90°23.99' NOTAM FILE MSY.

NEW ORLEANS

NDB (HW/LOM) 338 MS 102° 7.6 NM to Louis Armstrong New Orleans Intl.

H-7D, L-21B, 22F, GOMC

LAFAYETTE RGNL

(LFT) 2 SE UTC-6(-5DT) N30°12.32' W91°59.26'

HOUSTON

42 B S4 FUEL 100LL, JET A OX 1, 4 Class I, ARFF Index B NOTAM FILE LFT

H-7D, L-21B, 22E, GOMC

RWY 04R-22L: H7651X150 (ASPH-GRVD) S-140, D-170, 2S-175, 2D-290 HIRL

IAP, AD

RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Pole. Rgt tfc.

RWY 22L: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Trees.

RWY 11-29: H5400X148 (ASPH-GRVD) S-85, D-110, 2S-140, 2D-175 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 04L-22R: H4099X75 (ASPH) S-25, D-32 MIRL

RWY 04L: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 22R: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 04R: TORA-7651 TODA-7651 ASDA-7651 LDA-7651

RWY 11: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22L: TORA-7651 TODA-7651 ASDA-7651 LDA-7651

RWY 22R: TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 29: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended continuously. Numerous birds on and in/ovf arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 337-266-4400. Rwy 04L-22R not avbl for air carrier ops with more than 30 passenger seats. Ctc ground control prior to push back from terminal. 155' oil rig 1 NM southeast of arpt. Rwy 22L runway visual range touchdown avbl. Twy B between Twy C and Twy D clsd to acft with wingspan over 80'. Twy F south of Twy B clsd to single wheel acft over 25,000 lbs and dual wheel acft over 32,000 lbs. Twy F south of Twy B reduces to 40' wide. When twr clsd ACTIVATE

MALSR Rwy 22L—CTAF, MIRL Rwy 04L-22R not avbl.

WEATHER DATA SOURCES: ASOS (337) 237-8153. HIWAS 109.8 LFT.

COMMUNICATIONS: CTAF 118.5 ATIS 134.05 UNICOM 122.95

RCO 122.35 (DE RIDDER RADIO)

⑦ APP/DEP CON 121.1 (020°-210°) 128.7 (211°-019°) (1130-0430Z‡)

HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z‡)

TOWER 118.5 (1130-0430Z‡) GND CON 121.8 CLNC DEL 125.55

AIRSPACE: CLASS C svc 1130-0430Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

(L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' at fld. 36/3E. HIWAS.

LAFFS NDB (LOM) 375 LF N30°17.36' W91°54.48' 216° 6.5 NM to fld.

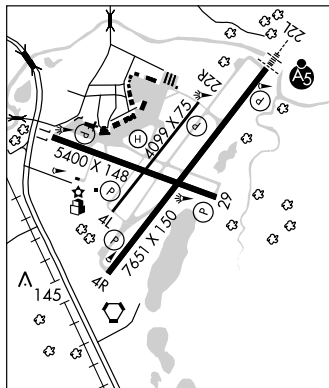
ILS/DME 109.5 I-LFT Chan 32 Rwy 22L. Class IE. LOM LAFFS NDB.

ILS/DME 110.9 I-TYN Chan 46 Rwy 04R. Class IE.

ASR (1130-0430Z‡)

HELIPAD H1: H50X50 (ASPH) LDIN

HELIPORT REMARKS: Rwy H1 circular pad. Helipad H1 perimeter lgts. Helipod ops to/from helipad between Twys B and F and the terminal ramp, avoid overflight of the terminal and other buildings in the 270°-020° quadrant from the helipad. Lead-in lgts two ingress paths. Helicopter parking pads avbl.



LOC I-LFT <u>109.5</u> Chan 32	APP CRS 216°	Rwy Idg 7651 TDZE 38 Apt Elev 42
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ILS or LOC RWY 22L
LAFAYETTE RGNL (LFT)

T *RVR 1800 authorized with the use of FD or AP or HUD
A to DA.
 ASR

MALSR
A5

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

ATIS
134.05

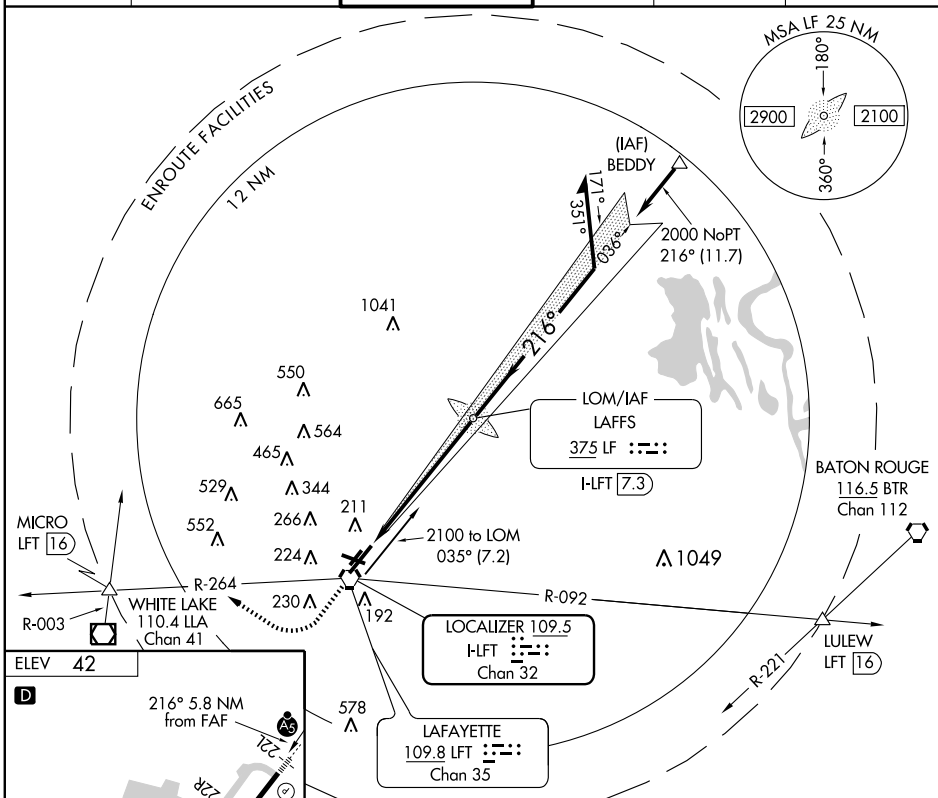
LAFAYETTE APP CON ★
121.1 363.0

LAFAYETTE TOWER ★
118.5 (CTAF) **Q** 257.8

GND COM

121.8

CLNC DE
125.55

UNICOM
122.95

ELEV	42
------	----

D

216° 5.8 NM

from FAF -

10

22R

75

099 X

7651

✓



9

1, 22R and 29

and 4L-22R

AP 5.8 NM

	120	150

52	2:54	2:1
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ANA

LAFAYETTE, LOUISIANA

Amdt 4G 09015

30°12'N - 91°59'W

LAFAYETTE RGNL (LFT)

ILS or LOC RWY 22L

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 45903 W04A	APP CRS 036°	Rwy Idg 7651 TDZE 40 Apt Elev 43
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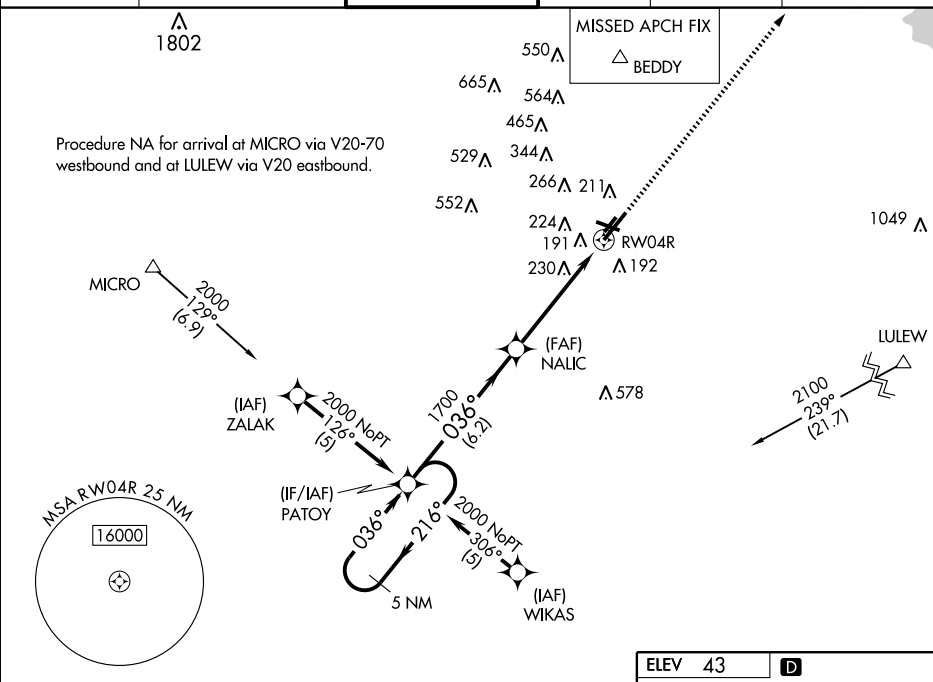
RNAV (GPS) RWY 4R

LAFAYETTE RGNL (LFT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

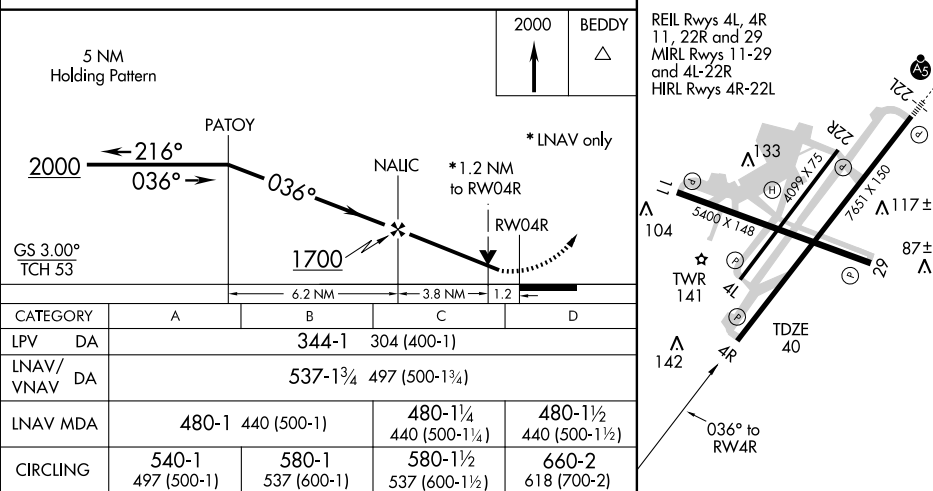
MISSED APPROACH:
Climb to 2000 direct
BEDDY.

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010



LAFAYETTE, LOUISIANA

Orig-A 09015

LAFAYETTE RGNL (LFT)

30°12'N-91°59'W

RNAV (GPS) RWY 4R

RNAV (GPS) RWY 22L

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV CAT A and B visibility to RVR 5000.

▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

ASR

A5

MISSED APPROACH:
Climb to 2000 direct
PATTOY and hold.

BOZAN

2000 089°
(20.4)

Procedure NA for arrivals at BOZAN via V222 southwest bound and at MYRIC via V20 eastbound.

(IAF) KEBVE
2000 126°
(5)

(IF) BEDDY

2000 306°
(5)

(IAF) NEYID

2000 216°
(11.9)

(FAF) JILEV

200 1041

550 Δ
665 Δ
564 Δ
465 Δ
344 Δ
529 Δ
266 Δ
211 Δ
224 Δ
230 Δ
110 ±
192 Δ

RW22L

MISSED APCH FIX
PATCY
036°
216°
5 NM

ELEV 43

D

MSA RW22L 25 NM
2900

MYRIC

2000 314°
(19.3)

1049

Procedure NA for arrivals at BOZAN via V222 southwest bound and at MYRIC via V20 eastbound.

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

ELEV 43

D

216° to RW22L

221

TDZE 38

117 ±

87 ±

11

104

5400 X 148

4089 X 75

7651 X 130

22R

29

133

4L

142

4R

TWR 141

REIL Rwy's 4L, 4R, 11, 22R and 29

MIRL Rwy's 11-29 and 4L-22R

HIRL Rwy 4R-22L

LAFAYETTE RGNL (LFT)

30°12'N-91°59'W

RNAV (GPS) RWY 22L

WAAS CH 45703 W29A	APP CRS 287°	Rwy Idg 5400 TDZE 42 Apt Elev 43
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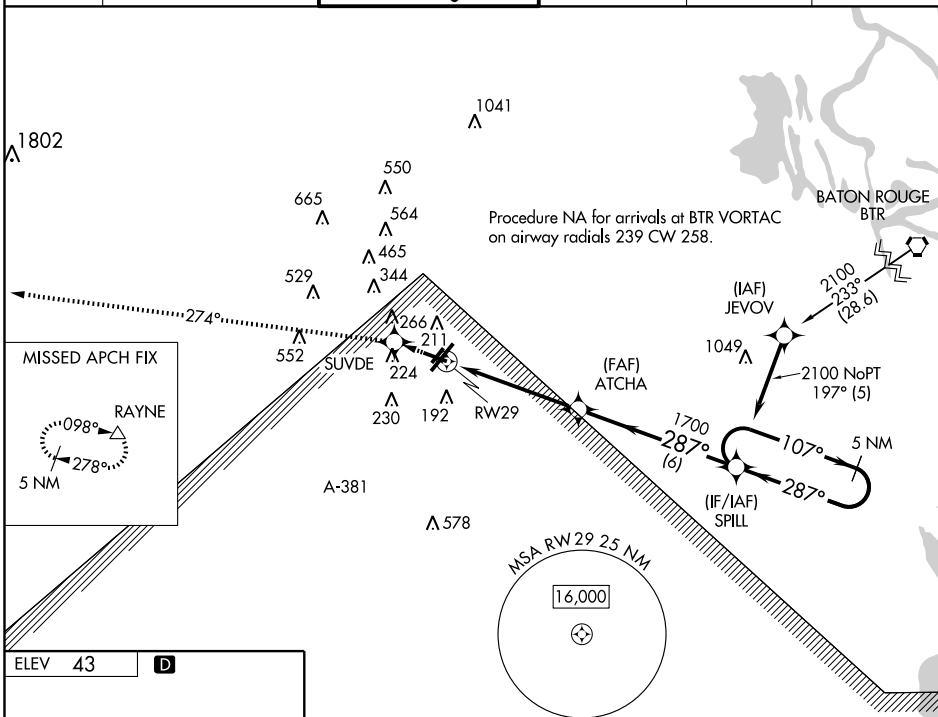
RNAV (GPS) RWY 29

LAFAYETTE RGNL (LFT)

▼ Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.
ASR

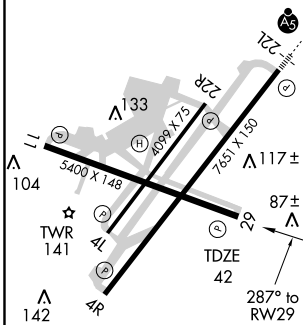
MISSED APPROACH:
Climb to 2800 direct
SUVDE and via 274°
track to RAYNE and hold.

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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ELEV 43

D



REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

LAFAYETTE, LOUISIANA

Orig 09015

30°12'N-91°59'W

LAFAYETTE RGNL (LFT)

RNAV (GPS) RWY 29

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC LFT 109.8 Chan 35	APP CRS 137°	Rwy Idg 5400 TDZE 41 Apt Elev 42
--	------------------------	---

VOR/DME RWY 11
LAFAYETTE RGNL (LFT)

T
ASR

MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

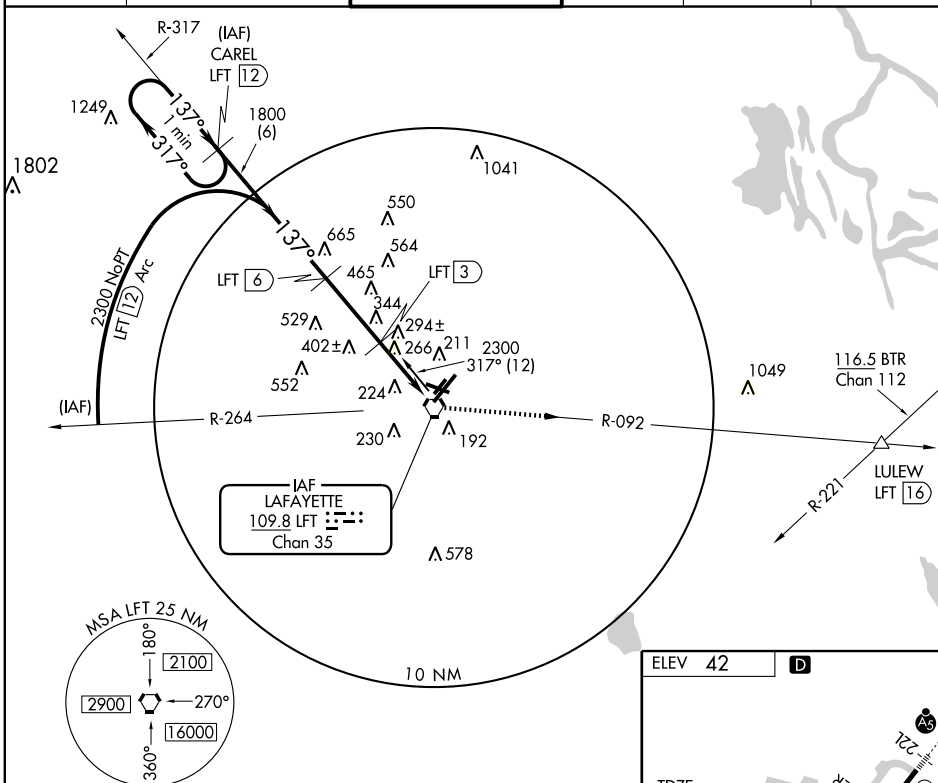
ATIS
134.05

LAFAYETTE APP CON★
121.1 363.0

LAFAYETTE TOWER★
118.5 (CTAF) **L** 257.8

GND CON
121.8

CLNC DEL
125.55

UNICOM
122.95

SC-4. 23 SEP 2010 to 21 OCT 2010

One Minute Holding Pattern

CAREL
LEFT 12

2000
LFT

100.0

↑

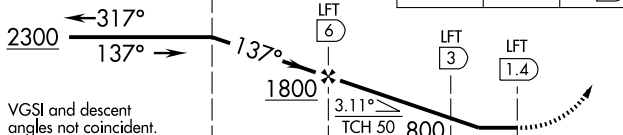
LULEW

△

LET 1/2

$$\begin{array}{r} 2300 \\ \leftarrow 317^\circ \\ \hline 1278 \end{array}$$

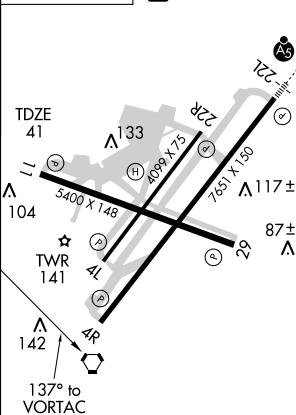
VGSI and descent
angles not coincident.



CATEGORY	A	B	C	D
S-11	660-1	619 (700-1)	660-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)	660-2 619 (700-2)
CIRCLING	660-1	618 (700-1)	660-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)	660-2 618 (700-2)

ELEV 42

D



REIL Rwy 4L, 4R, 11, 22R and 29
MIRL Rwy 11-29, and 4L-22R
HIRL Rwy 4R-22L

LAFAYETTE, LOUISIANA
Amdt 1D 09015

30°12'N - 91°59'W

LAFAYETTE RGNL (LFT)
VOR/DME RWY 11

AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA

ATIS
120.0
CHENNAULT TOWER★
124.2 290.4
GND CON
121.65 275.8

D

VAR 20° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

A 210

AIRPORT
OPERATIONS
TWR ★
FBO
FIRE STATION

G

10701 X-200

RWY 15-33
S-75, D-200, 2S-175, 2D-320, 2D/2D2-750

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD
ELEV
17

93° 10' W

93° 09' W

93° 08' W

AIRPORT DIAGRAM

LAKE CHARLES, LOUISIANA
LAKE CHARLES/CHENNAULT INTL (CWF)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

LAFFS N30°17.36' W91°54.48' NOTAM FILE LFT.
NDB (LOM) 375 LF 216° 6.5 NM to Lafayette Rgnl.

HOUSTON
 L-21B, 22E

LAKE CHARLES

CHENNAULT INTL (CWF) 4 E UTC-6(-5DT) N30°12.65' W93°08.59'

HOUSTON

17 B **FUEL** 100LL, JET A+ OX 4 TPA-1500(1483) ARFF Index—See Remarks
 NOTAM FILE CWF

H-7D, L-21B, 22E, GOMW
IAP, AD

RWY 15-33: H10701X200 (CONC) S-75, D-200, 2S-175, 2D-320,
 2D/2D2-750 HIRL

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 53'. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

RWY 33: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

AIRPORT REMARKS: Attended Mon-Fri 1230-0230Z† Sat-Sun
 1300-0200Z†. After hrs call 337-433-7766. For fuel call
 337-436-4877. Birds on and in/ov arpt. Occasional heavy jet acft
 on and in/ov arpt. Class IV, ARFF Index A. 6 hr PPR for air carrier
 ops with more than 30 passenger seats, call arpt manager
 337-491-9961. Index E available with 24 hours notice, call arpt
 manager 337-491-9961. When twr clsd ACTIVATE HIRL Rwy
 15-33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (337) 436-3452. LAWRS.

COMMUNICATIONS: CTAF 124.2 ATIS 120.0 UNICOM 122.95

Ⓡ **LAKE CHARLES APP/DEP CON** 119.8 (1200-0400Z†)

Ⓡ **HOUSTON CENTER APP/DEP CON** 124.7 (0400-1200Z†)

TOWER 124.2 (1200-0400Z†) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS G.

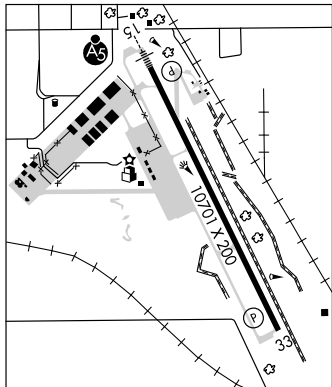
RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 328° 4.6 NM to fld. 20/7E.

MOSSY NDB (LOM) 418 CW N30°18.40' W93°11.77' 150° 6.4 NM to fld.

ILS 110.7 I-CWF Rwy 15. Class IE. LOM **MOSSY NDB.** ILS unmonitored when twr clsd.

ASR (1200-0400Z†)



LOC I-CWF	APP CRS	Rwy Idg	10701
110.7	150°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

For inoperative MALSR, increase S-ILS 15 Cat E visibility to $\frac{3}{4}$ and S-LOC 15 Cat E visibility to $\frac{1}{4}$. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E $\frac{1}{4}$ mile.

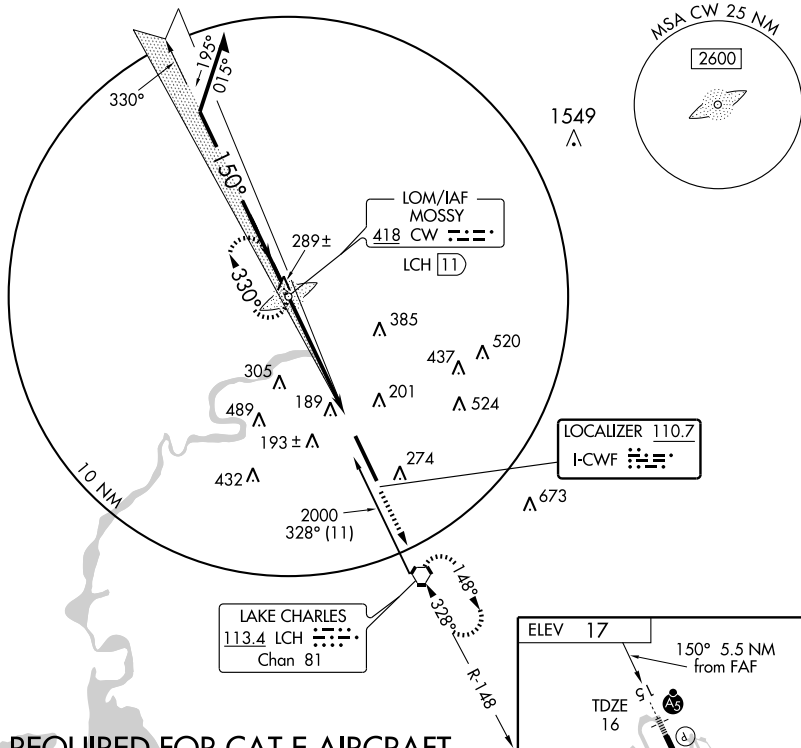
ASR

MALSR

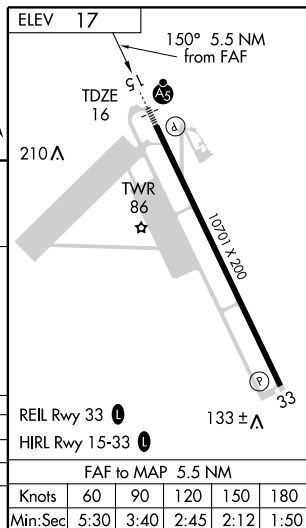
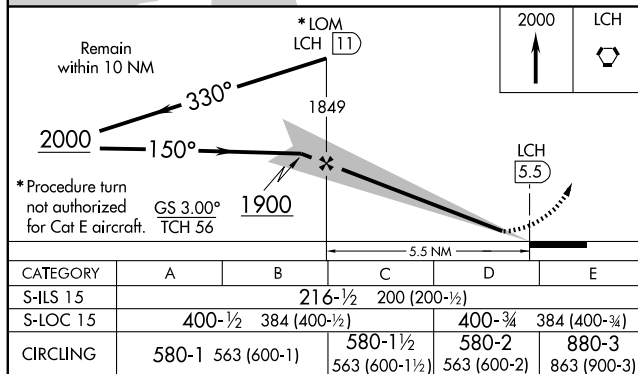


MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON*	CHENNAULT TOWER*	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) 0 290.4	121.65 275.8	122.95



RADAR REQUIRED FOR CAT E AIRCRAFT



LAKE CHARLES, LOUISIANA

Amdt 5 10154

LAKE CHARLES/CHENNAULT INTL (CWF)


30°13'N-93°09' W

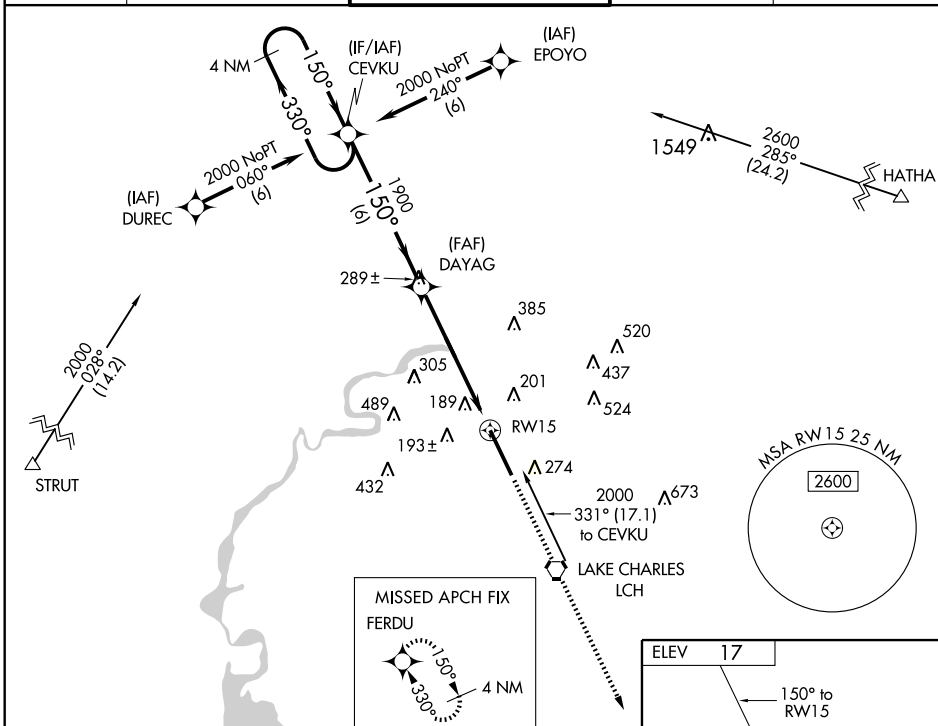
ILS or LOC RWY 15

WAAS CH 45502 W15A	APP CRS 150°	Rwy Idg 10701 TDZE 16 Apt Elev 17
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RNAV (GPS) RWY 15

LAKE CHARLES/CHENNAULT INTL (CWF)

ASR	BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet.			MALSR 	MISSED APPROACH: Climb to 2000 direct FERDU and hold.	
	ATIS 120.0	LAKE CHARLES APP CON★ 119.8 282.3	CHENNAULT TOWER★ 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95	



4 NM Holding Pattern

CEVKU

2000

← 330°

150° →

GS 3.00°

TCH 56

DAYAG

1900

↖ 150°

*1.4 NM to RW15

RW15

*LNAV only

6 NM

4.3 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA		290-½	274 (300-½)	
LNAV/VNAV DA		540-1¼	524 (600-1¼)	
LNAV MDA	500-½	484 (500-½)	500-¾ 484 (500-¾)	500-1 484 (500-1)
CIRCLING	580-1¾	563 (600-1¾)	580-2 563 (600-2)	

210 Δ

TDZE 16

g1

A5

d

TWR 86

10701 X-200

133 ± Δ

33

REIL Rwy 33

HIRL Rwy 15-33

LAKE CHARLES, LOUISIANA

Orig 10154

30°13'N-93°09'W

LAKE CHARLES/CHENNAULT INTL (CWF)

RNAV (GPS) RWY 15

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC LCH
113.4
Chan **81**

APP CRS
328°

Rwy Idg **10701**
TDZE **17**
Apt Elev **17**

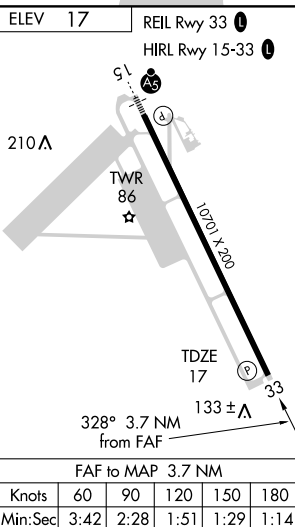
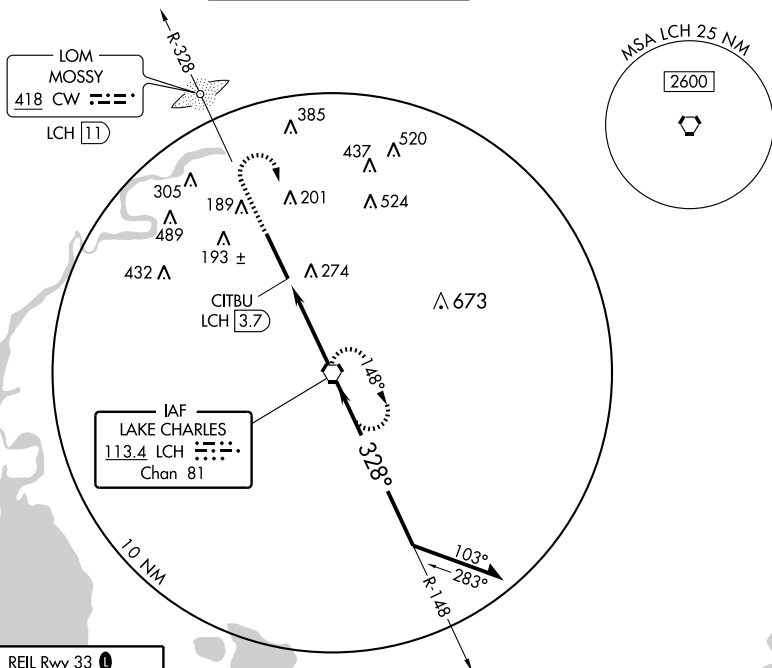
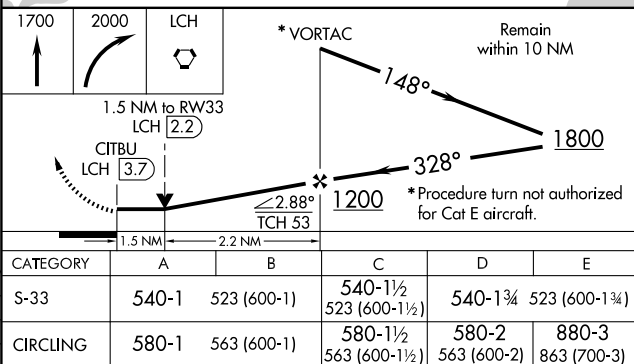
VOR RWY 33

LAKE CHARLES/CHENNAULT INTL (CWF)

V VDP NA when using Lake Charles altimeter setting.
A If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDAs 20 feet.
ASR

MISSED APPROACH: Climb to 1700 then dimbing right turn to 2000 direct LCH VORTAC and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 290.4	GND CON 121.65 275.8	UNICOM 122.95
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**RADAR REQUIRED FOR CAT E AIRCRAFT**

LAKE CHARLES RGNL (LCH) 5 S UTC-6(-5DT) N30°07.57' W93°13.41'

HOUSTON

15 B S4 FUEL 100LL, JET A+ LRA ARFF Index See remarks NOTAM FILE LCH H-7D, L-21B, 22E, GOMW

RWY 15-33: H6500X150 (CONC-GRVD) S-100, D-145, 2S-175, 2D-260 HIRL IAP, AD

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Pole. Rgt tfc.

RWY 33: ODALS. VASI(V4L)—GA 3.0° TCH 50'.

RWY 05-23: H5200X100 (ASPH) S-70, D-90, 2S-114, 2D-140

MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 15: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 23: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 33: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

AIRPORT REMARKS: Attended 1100-0430Z. Birds on and in vicinity of arpt. Use extreme care construction on terminal ramp. PPR 8 hours for unscheduled air carrier ops, Class I, ARFF Index B svc available on request Mon-Fri 1400-2230Z except holidays call arpt manager 337-477-6051 ext 0. ARFF Index A avbl during air carrier ops. Control twr blind spot on Taxiway J. When twr clsd ACTIVATE MALSR Rwy 15, HIRL Rwy 15-33 and VASI Rwy 33—CTAF. MIRL Rwy 05-23 and VASI 23 off when twr closed. Rwy 15-33 south 900' grooved. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (337) 477-3371. LAWRs.**COMMUNICATIONS:** CTAF 120.7 ATIS 118.75 UNICOM 122.95

RCO 122.3 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 119.35 (West) 119.8 (East) 119.75 (Offshore helicopter opr) (1200-0400Z) 119.75 OTS indef.

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)

TOWER 120.7 (1200-0400Z) GND CON 121.8 CLNC DEL 126.25

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS E.

TRSA svc ctc APP CON within 30 NM.

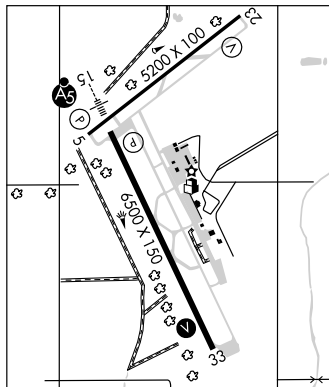
RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

(H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 254° 6.2 NM to fld. 20/7E.

KEYLI NDB (LOM) 353 LC N30°11.58' W93°15.79' 150° 4.5 NM to fld. Unmonitored when twr closed.

ILS/DME 109.1 I-LCH Chan 28 Rwy 15. LOM KEYLI NDB. ILS unmonitored when twr closed.

ASR (1200-0400Z)

**LAKEFRONT** (See NEW ORLEANS)**LAKE PROVIDENCE** N32°49.84' W91°11.41' NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 278 BLE at Byerley. OTS indef. SHUTDOWN.

L-18F

LAKE PROVIDENCE**BYERLEY** (ØM8) 2 N UTC-6(-5DT) N32°49.55' W91°11.26'

MEMPHIS

106 B NOTAM FILE DRI

L-18F

RWY 17-35: H3196X75 (ASPH) S-4 MIRL

IAP

RWY 17: REIL. Thld dspcd 175'. Road.

RWY 35: SAVASI(S2L)—GA 3.6° TCH 18'. Thld dspcd 530'. Trees.

AIRPORT REMARKS: Unattended. Rwy 17 dspcd thld markings NSTD, no arrows or chevrons. Rwy 35 dspcd thld markings incomplete—no arrows/chevrons. No hold short line east side of Rwy 35. West apron gravel and potholes. Dspcd thld lgts OTS indef. Rwy 17-35 MIRL OTS indef. REIL Rwy 17 OTS indef. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 190° 43.0 NM to fld. 130/4E.

LAKE PROVIDENCE NDB (MHW) 278 BLE N32°49.84' W91°11.41' at fld. NOTAM FILE DRI. OTS indef.

SHUTDOWN.

LOC/DME I-LCH 109.1 Chan 28	APP CRS 152°	Rwy Idg TDZE Apt Elev 12 15	6500
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ILS or LOC RWY 15

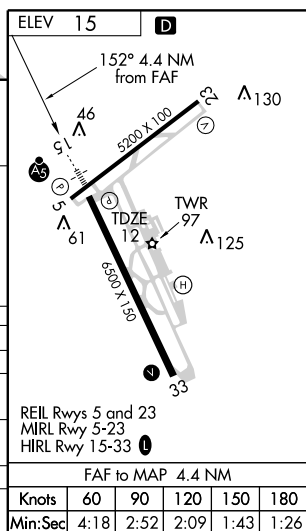
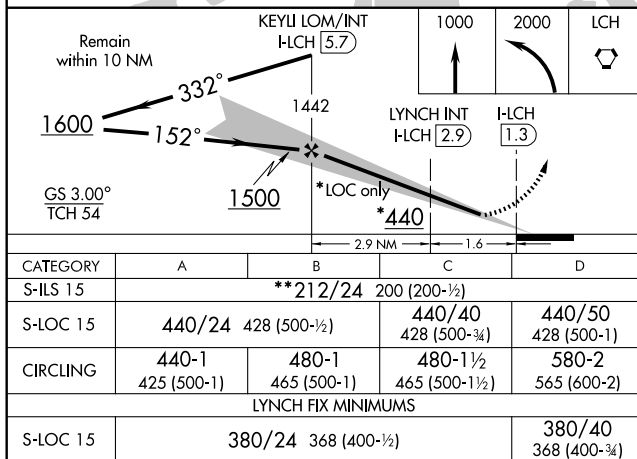
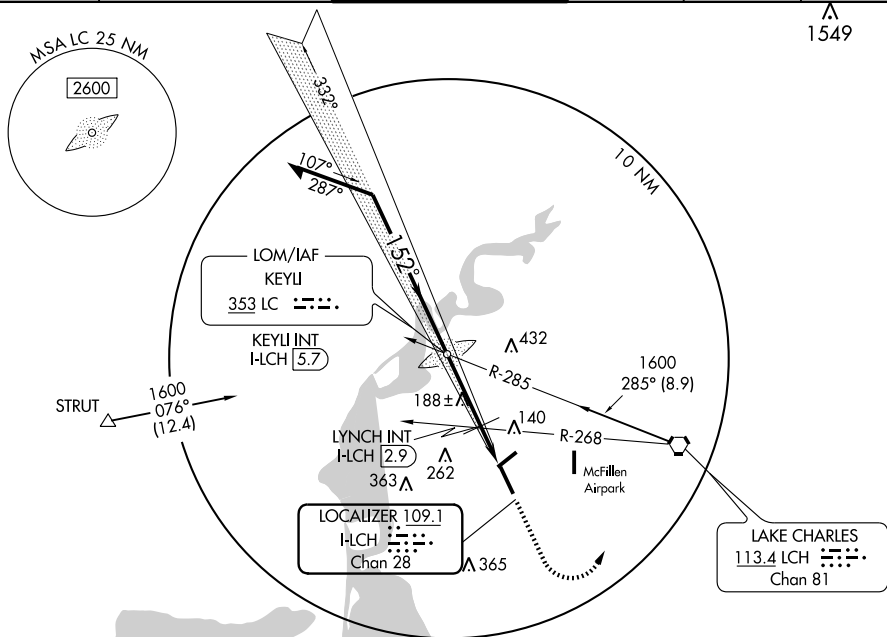
LAKE CHARLES RGNL (LCH)

ASR **RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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LOC I-LCH <u>109.1</u> Chan 28	APP CRS 332°	Rwy Idg 6500 TDZE 12 Apt Elev 15
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LOC BC RWY 33
LAKE CHARLES RGNL (LCH)

ASR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

ATIS
118.75

LAKE CHARLES APP CON★
119.35 353.75

LAKE CHARLES TOWER★
120.7 (CTAF) **L** 257.8

GND CON
121.8

CLNC DEB
126.25

UNICOM
122.95

BACK COURSE

— LOM —
KEYLI
353 LC

LOCALIZER 109.
I-LCH 
Chan 28

LAKE CHARLES
113.4 LCH $\frac{1}{2} \cdot \frac{1}{2} \cdot \frac{1}{2}$

(IAF)
BROWN INT
I-LCH 5.5

ELEV 15

REIL Rwy 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 **L**

D

ADF or RADAR REQUIRED

1000

2000

LCH

BROWN INT

Remain
within 10 NM

HAGP
HCH

12

TCH 50

CATEGORY

A

C

D

S-33

380-1 368 (400-1)

380-1¼
368 (400-1¼)

CIRCLING

440-1

480-1

480-1½

580-2

LAKE CHARLES, LOUISIANA

Amdt 19A 01JUL10

30°08'N-93°13'W

LAKE CHARLES RGNI (LCH)

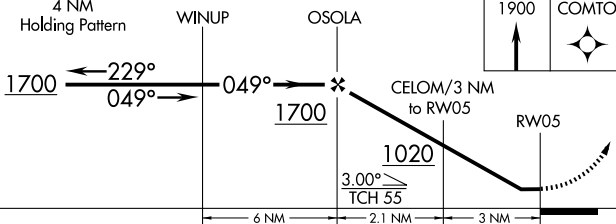
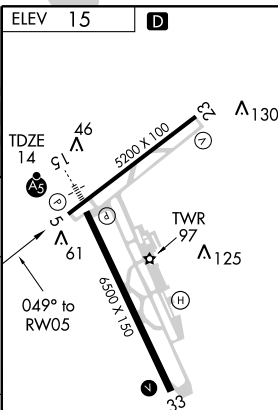
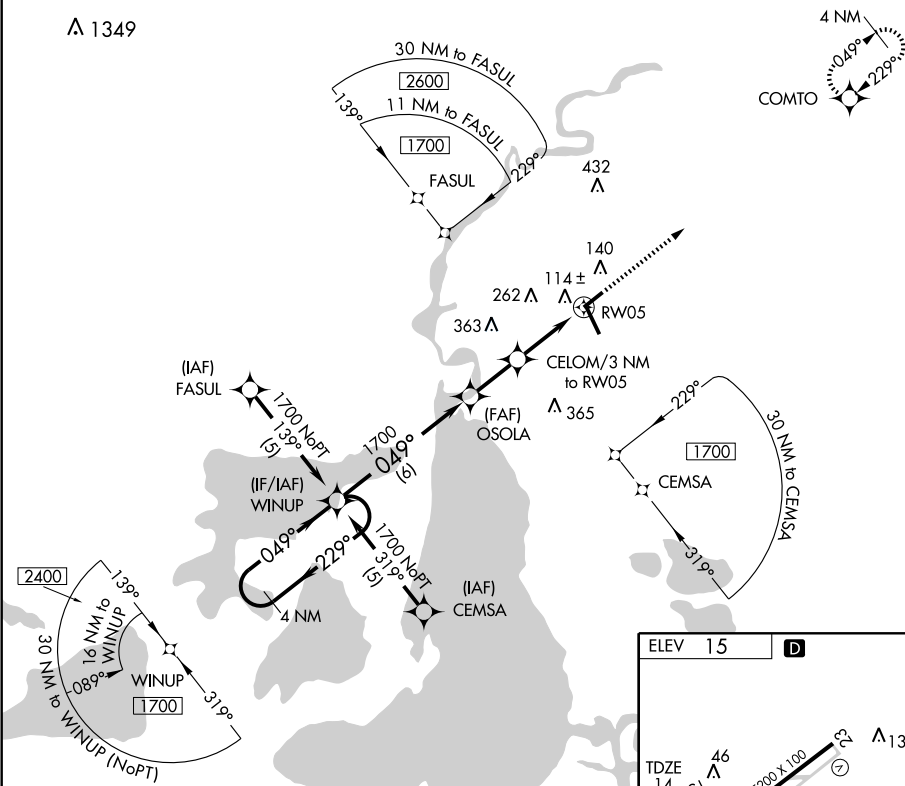
LOC BC RWY 33

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

APP CRS
049°Rwy Idg **5200**
TDZE **14**
Apt Elev **15****RNAV (GPS) RWY 5**
LAKE CHARLES RGNL (LCH)**NA**
ASRGPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct COMTO WP and hold.

ATIS
118.75LAKE CHARLES APP CON*
119.35 353.75LAKE CHARLES TOWER*
120.7 (CTAF) 257.8GND CON
121.8CLNC DEL
126.25UNICOM
122.95**△ 1349**

CATEGORY	A	B	C	D
LNNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

APP CRS
229°

Rwy Idg	5200
TDZE	15
Apt Elev	15

RNAV (GPS) RWY 23
LAKE CHARLES RGNL (LCH)

ASR DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

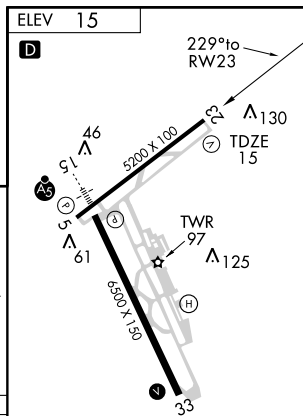
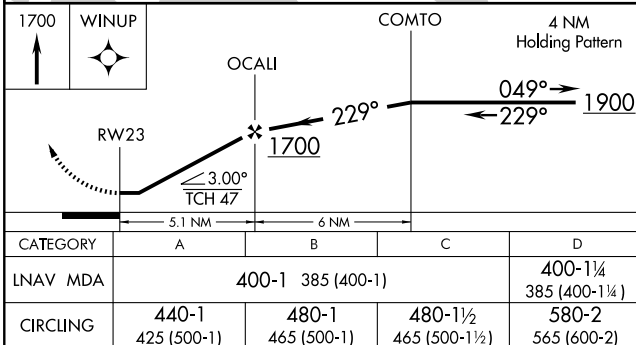
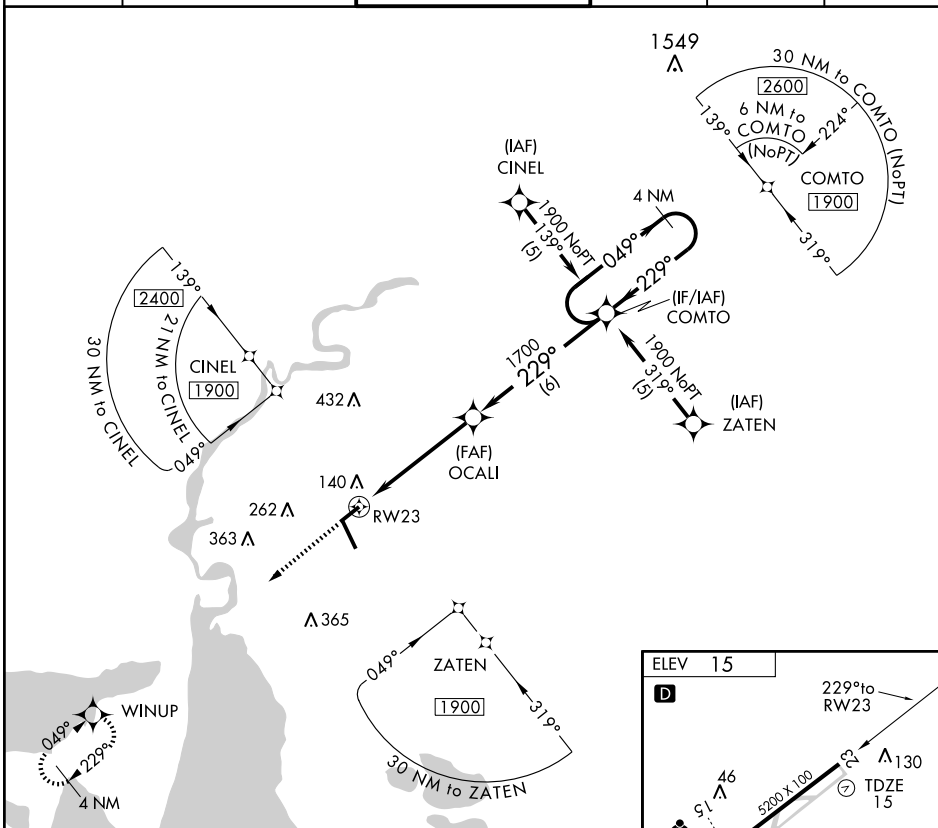
ATIS
118.75

LAKE CHARLES APP CON★
119.35 353.75

LAKE CHARLES TOWER★
120.7 (CTAF) 257.8

GND CON
121.8

CLNC DEL
126.25

UNICOM
122.95

LAKE CHARLES, LOUISIANA

Orig-A 10266

LAKE CHARLES RGNL (LCH)

RNAV (GPS) RWY 23

30°08'N-93°13'W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS CH 56215 W33A	APP CRS 332°	Rwy Idg 6500 TDZE 12 Apt Elev 15
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RNAV (GPS) RWY 33

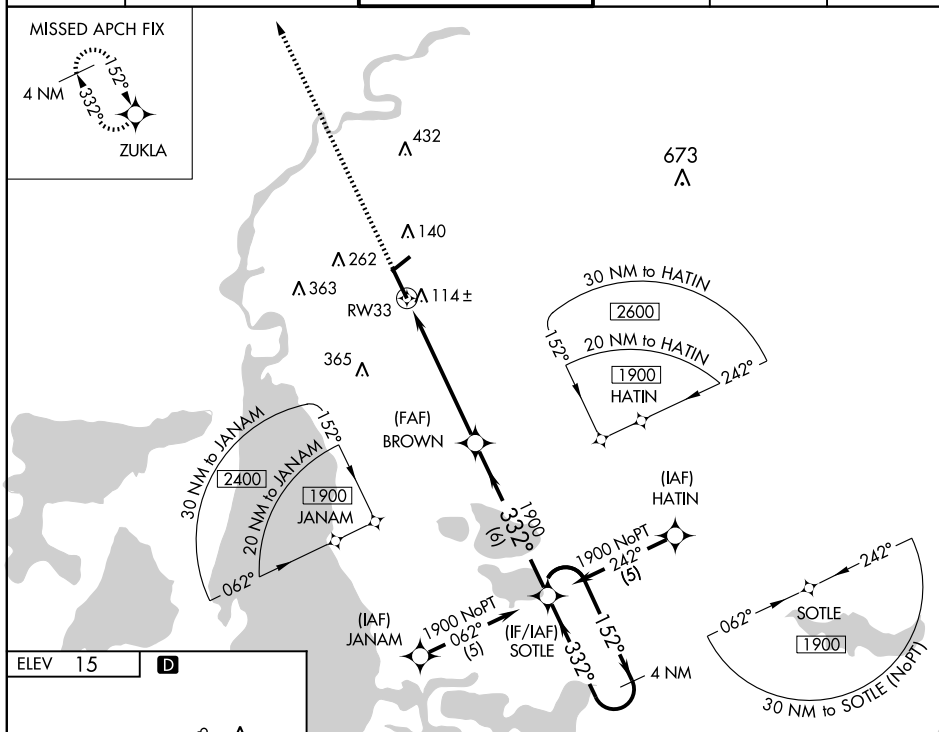
LAKE CHARLES RGNL (LCH)

ASR BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative ODALS increase LPV CATS A-C visibility to 1 mile.
Inoperative table does not apply to LNAV/VNAV.

MISSED APPROACH: Climb to 1700
direct ZUKLA WP and hold.

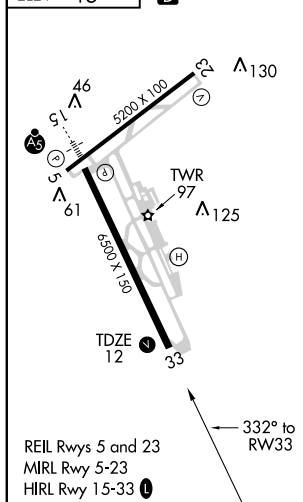
ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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MISSED APCH FIX



ELEV 15

D



1700	ZUKLA	BROWN	SOTLE	4 NM Holding Pattern
*LNAV only	*1 NM to RW33	332°	152°	1900
		1900		GS 3.00° TCH 50
	1 NM	4.7 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	270-¾	258 (300-¾)		270-1 258 (300-1)
LNAV/VNAV DA		380-1¼	368 (400-1¼)	
LNAV MDA	380-¾	368 (400-¾)		380-1¼ 368 (400-1¼)
CIRCLING	440-1¼ 425 (500-1¼)	480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	580-2 565 (600-2)

VORTAC
113.4
Chan **81**

APP CRS
249°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
15

VOR-A

LAKE CHARLES RGNL (LCH)

▲ NA
ASR

MISSSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS
118.75

LAKE CHARLES APP CON*
119.35 353.75

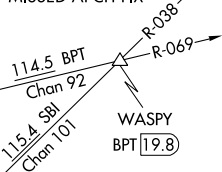
LAKE CHARLES TOWER*
120.7 (CTAF) **257.8**

GND CON
121.8

CLNC DEL
126.25

UNICOM
122.95

MISSSED APCH FIX



▲ 432

▲ 140

▲ 262

▲ 363

▲ 365

10 NM

McFillen Airport

IAF
LAKE CHARLES
113.4 LCH
Chan **81**

(IAF)
LACAS INT
LCH **7.8**

673

1700 (NoPT)

237°

249°

1700 (NoPT)

260°

(10)

(IAF)
HAYES INT
LCH **10**

R-057

R-069

R-080

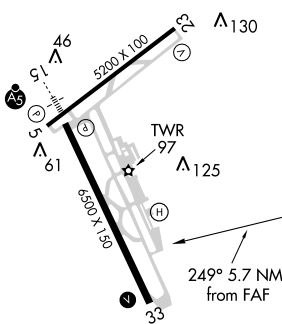
R-312

110.4 LLA

Chan 41

ELEV **15**
D

REIL Rwy 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 **I**



249° 5.7 NM from FAF

2000

LCH R-249

WASPY
▲

LCH **5.7**

VORTAC

Remain within 10 NM

069°

249°

1700

5.7 NM

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCUING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

LAKE CHARLES, LOUISIANA

Amdt 14 10266

LAKE CHARLES RGNL (LCH)

30°08'N-93°13'W

VOR-A

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

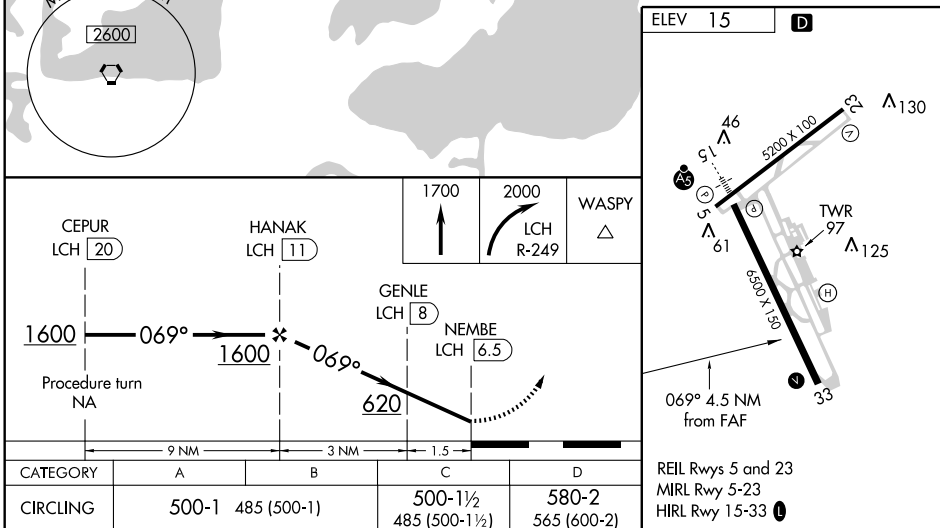
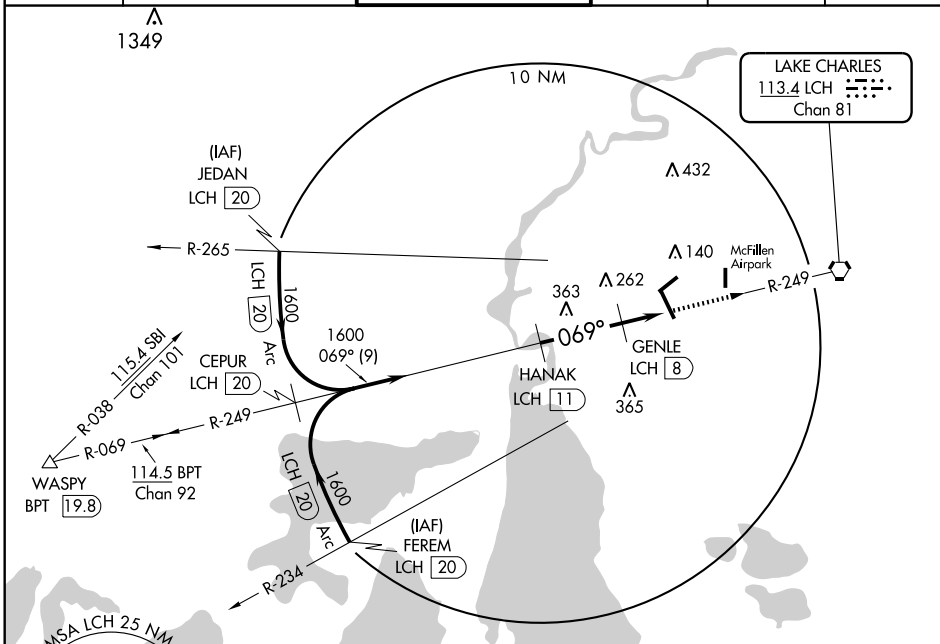
VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy Idg TDZE Apt Elev	N/A N/A 15
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VOR/DME-B
LAKE CHARLES RGNL (LCH)

NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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LAKE CHARLES, LOUISIANA
Amdt 8 10266

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
VOR/DME-B

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

LAKE CHARLES RGNL (LCH) 5 S UTC-6(-5DT) N30°07.57' W93°13.41'

HOUSTON

15 B S4 FUEL 100LL, JET A+ LRA ARFF Index See remarks NOTAM FILE LCH H-7D, L-21B, 22E, GOMW

RWY 15-33: H6500X150 (CONC-GRVD) S-100, D-145, 2S-175, 2D-260 HIRL

IAP, AD

RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Pole. Rgt tfc.

RWY 33: ODALS. VASI(V4L)—GA 3.0° TCH 50'.

RWY 05-23: H5200X100 (ASPH) S-70, D-90, 2S-114, 2D-140

MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 15: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 23: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 33: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

AIRPORT REMARKS: Attended 1100-0430Z. Birds on and in vicinity of arpt. Use extreme care construction on terminal ramp. PPR 8 hours for unscheduled air carrier ops, Class I, ARFF Index B svc available on request Mon-Fri 1400-2230Z except holidays call arpt manager 337-477-6051 ext 0. ARFF Index A avbl during air carrier ops. Control twr blind spot on Taxiway J. When twr clsd ACTIVATE MALSR Rwy 15, HIRL Rwy 15-33 and VASI Rwy 33—CTAF. MIRL Rwy 05-23 and VASI 23 off when twr closed. Rwy 15-33 south 900' grooved. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (337) 477-3371. LAWRs.**COMMUNICATIONS:** CTAF 120.7 ATIS 118.75 UNICOM 122.95

RCO 122.3 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 119.35 (West) 119.8 (East) 119.75 (Offshore helicopter opr) (1200-0400Z) 119.75 OTS indef.

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z)
TOWER 120.7 (1200-0400Z) GND CON 121.8 CLNC DEL 126.25

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS E.

TRSA svc ctc APP CON within 30 NM.

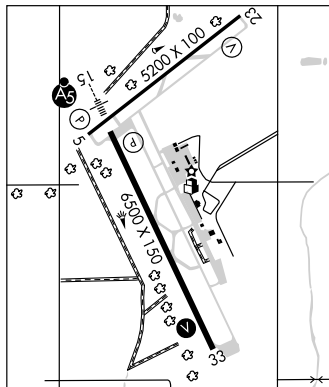
RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

(H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 254° 6.2 NM to fld. 20/7E.

KEYLI NDB (LOM) 353 LC N30°11.58' W93°15.79' 150° 4.5 NM to fld. Unmonitored when twr closed.

ILS/DME 109.1 I-LCH Chan 28 Rwy 15. LOM KEYLI NDB. ILS unmonitored when twr closed.

ASR (1200-0400Z)

**LAKEFRONT** (See NEW ORLEANS)**LAKE PROVIDENCE** N32°49.84' W91°11.41' NOTAM FILE DRI.

MEMPHIS

NDB (MHW) 278 BLE at Byerley. OTS indef. SHUTDOWN.

L-18F

LAKE PROVIDENCE**BYERLEY** (ØM8) 2 N UTC-6(-5DT) N32°49.55' W91°11.26'

MEMPHIS

106 B NOTAM FILE DRI

L-18F

RWY 17-35: H3196X75 (ASPH) S-4 MIRL

IAP

RWY 17: REIL. Thld dsplcd 175'. Road.

RWY 35: SAVASI(S2L)—GA 3.6° TCH 18'. Thld dsplcd 530'. Trees.

AIRPORT REMARKS: Unattended. Rwy 17 dsplcd thld markings NSTD, no arrows or chevrons. Rwy 35 dsplcd thld markings incomplete—no arrows/chevrons. No hold short line east side of Rwy 35. West apron gravel and potholes. Dsplcd thld lgts OTS indef. Rwy 17-35 MIRL OTS indef. REIL Rwy 17 OTS indef. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 190° 43.0 NM to fld. 130/4E.

LAKE PROVIDENCE NDB (MHW) 278 BLE N32°49.84' W91°11.41' at fld. NOTAM FILE DRI. OTS indef.

SHUTDOWN.

LEESVILLE (L39) 4 W UTC-6(-5DT) N31°10.09' W93°20.55'

282 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3807X75 (ASPH) S-12 MIRL 0.4% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z†. Fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. 15 ft terrain drop E side of Rwy 18-36. Rwy 18-36 W side 10-15 ft rise 120 ft off centerline full length. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

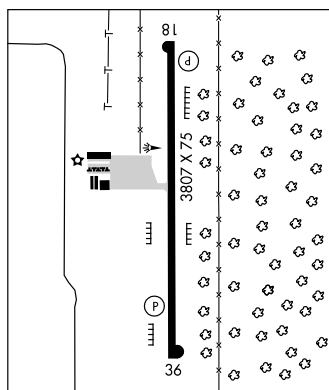
W92°30.06' 260° 43.6 NM to fld. 80/3E. HIWAS.

NDB (MHW) 247 VED N31°06.14' W93°20.52' 356° 3.9 NM to fld. NOTAM FILE DRI. Monitored dalgt hrs only.

HOUSTON

L-21B, 22E

IAP



LEEVILLE N29°10.51' W90°06.24' NOTAM FILE DRI.

(H) VORTAC 113.5 LEV Chan 82 331° 17.9 NM to South LaFourche
Leonard Miller Jr. 02/2E.

RCO 122.1R 113.5T (DE RIDDER RADIO)

NEW ORLEANS

H-7E, 8F, L-21B, 22E, GOMC

LE GROS MEM (See CROWLEY)

LE MAIRE MEM (See JEANERETTE)

LOUIS ARMSTRONG NEW ORLEANS INTL (See NEW ORLEANS)

LOUISIANA RGNL (See GONZALES)

MAGNOLIA GBK N27°12.23' W92°12.15'

AWOS-3 118.825

L-21B, GOMC, GOMW

MANSFIELD

CE 'RUSTY' WILLIAMS (3F3) 3 NW UTC-6(-5DT) N32°04.41' W93°45.93'

324 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4500X100 (ASPH) S-12 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun irregularly. Parachute Jumping. Rwy 18-36 numerous cracks in rwy, surface rough. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4
(0600-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

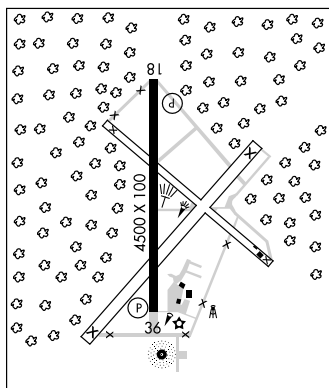
BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'
W93°48.60' 170° 41.9 NM to fld. 190/7E.

MANSFIELD NDB (MHW) 414 MSD N32°03.86' W93°45.87'
at fld. NOTAM FILE DRI. Unmonitored.

MEMPHIS

L-17E

IAP



MANSFIELD N32°03.86' W93°45.87' NOTAM FILE DRI.

NDB (MHW) 414 MSD at CE 'Rusty' Williams. Unmonitored.

MEMPHIS

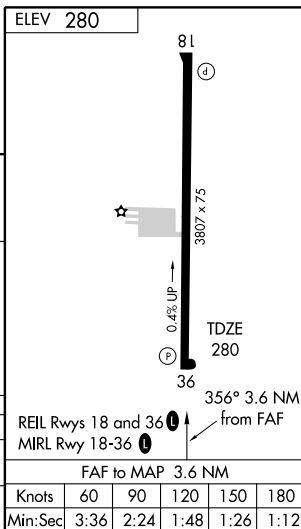
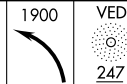
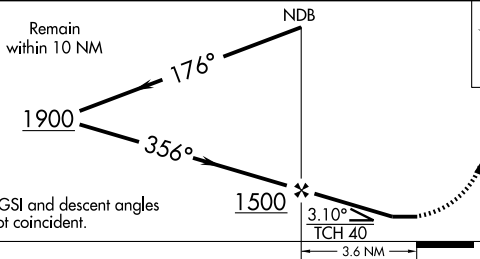
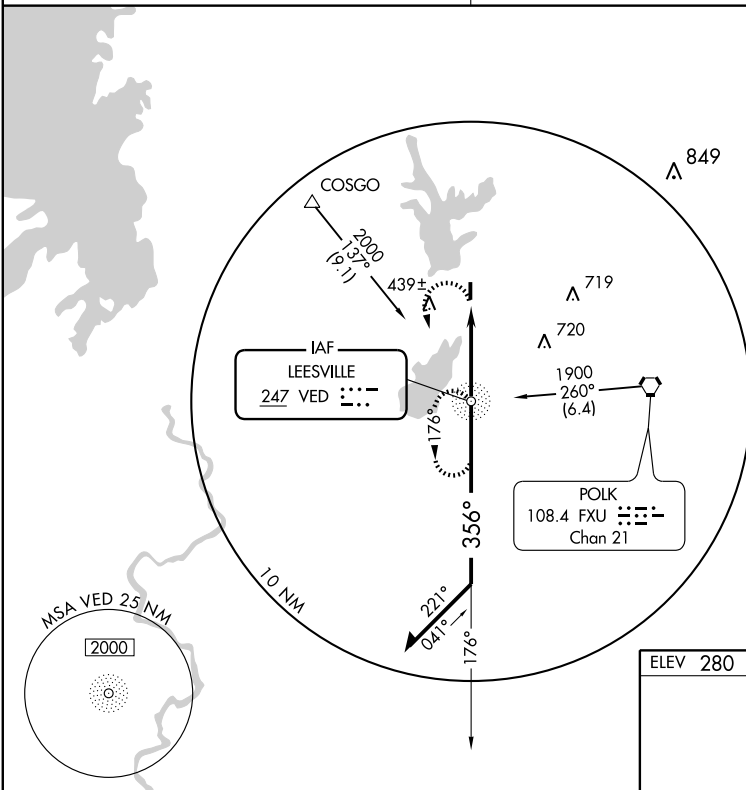
L-17E

NDB VED 247	APP CRS 356°	Rwy Idg TDZE Apt Elev	3807 280 280
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NDB RWY 36

LEESVILLE (L39)

▲ NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct
VED NDB and hold.POLK APP CON
123.7 254.8UNICOM
122.8 (CTAF) 0

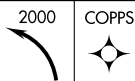
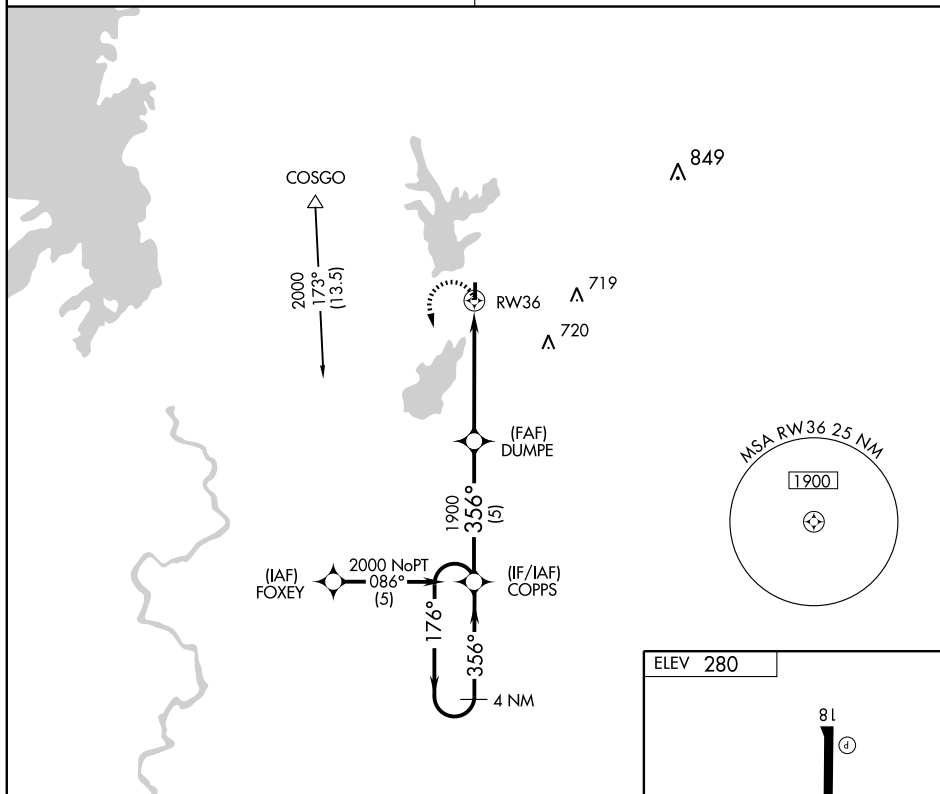
APP CRS
356°Rwy Idg **3807**
TDZE **280**
Apt Elev **280**

RNAV (GPS) RWY 36

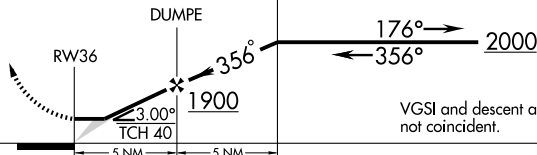
LEESVILLE (L39)

A NA Use Polk AAF altimeter setting.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

POLK APP CON
123.7 254.8UNICOM
122.8 (CTAF) 0

COPPS

4 NM
Holding Pattern

CATEGORY	A	B	C	D
LNNAV MDA	720-1	440 (500-1)	720-1½ 440 (500-1½)	NA
CIRCLING	760-1 480 (500-1)	780-1 500 (500-1)	780-1½ 500 (500-1½)	NA

LEESVILLE, LOUISIANA

Orig 09071

31°10'N - 93°21'W

LEESVILLE (L39)

RNAV (GPS) RWY 36

LEESVILLE (L39) 4 W UTC-6(-5DT) N31°10.09' W93°20.55'

282 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3807X75 (ASPH) S-12 MIRL 0.4% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z†. Fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. 15 ft terrain drop E side of Rwy 18-36. Rwy 18-36 W side 10-15 ft rise 120 ft off centerline full length. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

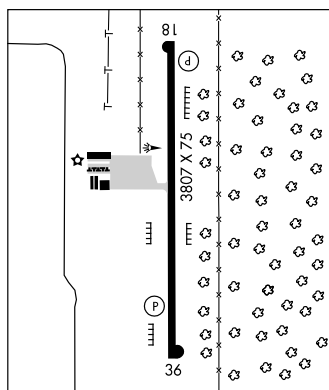
W92°30.06' 260° 43.6 NM to fld. 80/3E. HIWAS.

NDB (MHW) 247 VED N31°06.14' W93°20.52' 356° 3.9 NM to fld. NOTAM FILE DRI. Monitored dalgt hrs only.

HOUSTON

L-21B, 22E

IAP



LEEVILLE N29°10.51' W90°06.24' NOTAM FILE DRI.

(H) VORTAC 113.5 LEV Chan 82 331° 17.9 NM to South LaFourche Leonard Miller Jr. 02/2E.

RCO 122.1R 113.5T (DE RIDDER RADIO)

NEW ORLEANS

H-7E, 8F, L-21B, 22E, GOMC

LE GROS MEM (See CROWLEY)

LE MAIRE MEM (See JEANERETTE)

LOUIS ARMSTRONG NEW ORLEANS INTL (See NEW ORLEANS)

LOUISIANA RGNL (See GONZALES)

MAGNOLIA GBK N27°12.23' W92°12.15'

AWOS-3 118.825

L-21B, GOMC, GOMW

MANSFIELD

CE 'RUSTY' WILLIAMS (3F3) 3 NW UTC-6(-5DT) N32°04.41' W93°45.93'

324 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4500X100 (ASPH) S-12 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun irregularly. Parachute Jumping. Rwy 18-36 numerous cracks in rwy, surface rough. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4 (0600-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

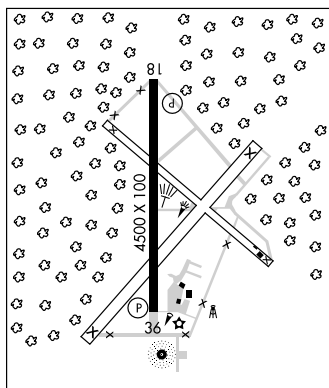
BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 170° 41.9 NM to fld. 190/7E.

MANSFIELD NDB (MHW) 414 MSD N32°03.86' W93°45.87' at fld. NOTAM FILE DRI. Unmonitored.

MEMPHIS

L-17E

IAP



MANSFIELD N32°03.86' W93°45.87' NOTAM FILE DRI.

NDB (MHW) 414 MSD at CE 'Rusty' Williams. Unmonitored.

MEMPHIS

L-17E

NDB MSD 414	APP CRS 175°	Rwy Idg TDZE Apt Elev	4500 320 324
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NDB RWY 18

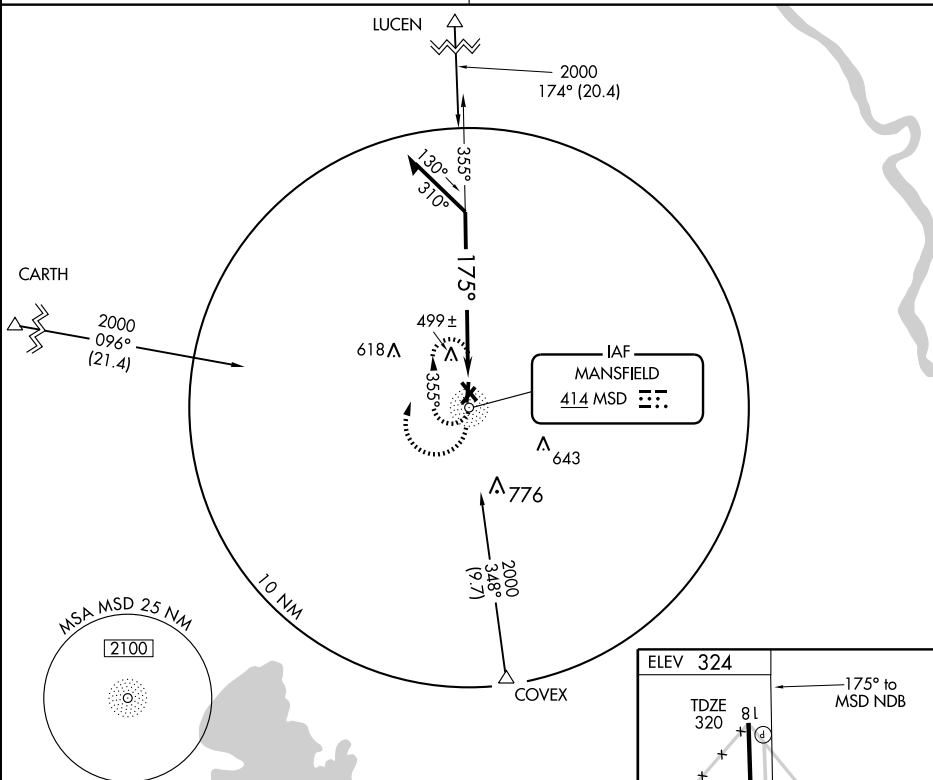
MANSFIELD/C E 'RUSTY' WILLIAMS (3F'3)

▲ NA Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) 0



Remain within 10 NM

2000

NDB

355°

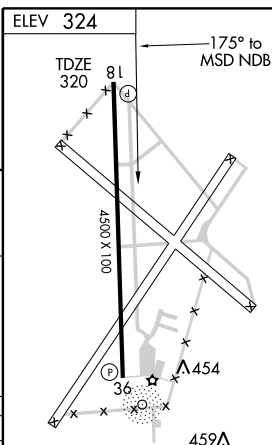
175°

1200

2000

MSD

414



MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**

APP CRS
182°Rwy ldg **4500**
TDZE **320**
Apt Elev **324****RNAV (GPS) RWY 18**

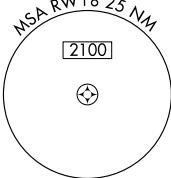
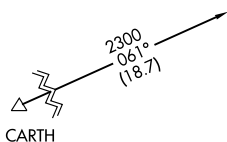
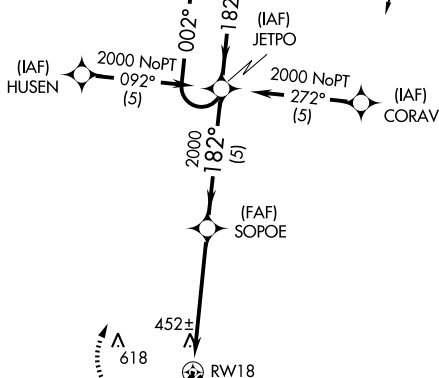
MANSFIELD / C E 'RUSTY' WILLIAMS (3F3)

Use Shreveport Regional altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.MISSED APPROACH: Climbing right turn to 2000 direct
JETPO WP and hold.SHREVEPORT APP CON ★
119.9 335.55UNICOM
122.8 (CTAF) 0Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.

△ 1049

ELM GROVE
EMG

4 NM



△ 643

△ 776

2000

JETPO

SOPOE

JETPO

4 NM
Holding Pattern

RW18

182°
2000002° → 2000
← 182°VGSi and descent angles
not coincident.

5.2 NM

5 NM

CATEGORY

A

B

C

D

LNAV MDA

780-1 460 (500-1)

780-1½
460 (500-1½)

NA

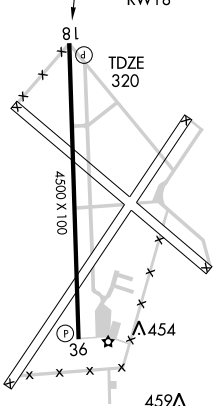
CIRCLING

880-1 556 (600-1)

880-1½
556 (600-1½)

NA

ELEV 324

182° to
RW18MIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

MANY

HART (3R4) 2 SW UTC-6(-5DT) N31°32.67' W93°29.16'

319 B FUEL 100LL NOTAM FILE DRI

RWY 12-30: H4402X75 (ASPH) S-6 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 01-19: 1822X75 (TURF)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Self svc fuel avbl after hrs with credit card. Rwy 01-19 CLOSED indef. MIRL Rwy 12-30, REIL Rwy 12 and Rwy 30 preset low ints dusk to dawn to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

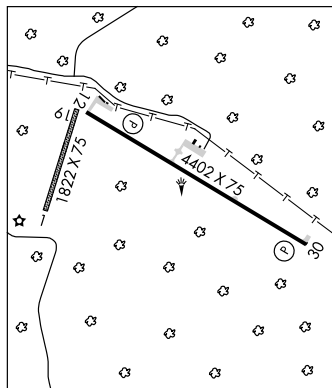
Ⓡ POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 286° 53.4 NM to fld. 80/3E. HIWAS.

MANY NDB (MHW) 272 MMY N31°34.28' W93°32.49' 115° 3.3 NM to fld. NOTAM FILE DRI. SHUTDOWN.



HOUSTON
L-22E
IAP

MANY N31°34.28' W93°32.49' NOTAM FILE DRI.

NDB (MHW) 272 MMY 115° 3.3 NM to Hart. SHUTDOWN.

HOUSTON
L-17B

MANY N31°33.81' W93°26.74'

RCO 122.15 (DE RIDDER RADIO)

HOUSTON
L-22E

MARKSVILLE MUNI (MKV) 1 S UTC-6(-5DT) N31°05.68' W92°04.14'

79 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H3799X75 (ASPH) S-19 MIRL

RWY 04: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

RWY 22: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2000Z±. Fuel avbl 24 hrs with credit card. Rwy 04-22 CLOSED to acft 12,500 lbs and over. North ramp clsd to all traffic and parking indef. Rwy 04 SAVASI OTS indef. Rwy 22 SAVASI OTS indef. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—122.8.

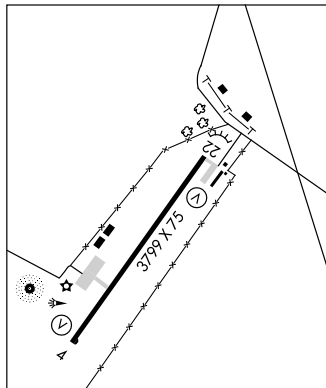
COMMUNICATIONS: CTAF 122.9

Ⓡ POLK APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 110° 24.3 NM to fld. 80/3E. HIWAS.

NDB (MHW) 347 MKV N31°05.68' W92°04.36' at fld. NOTAM FILE DRI.



HOUSTON
L-21B, 22E
IAP

MATTERHORN MMG N28°44.53' W88°49.53'

AWOS-3 118.475

L-21C, GOMC

MELVILLE

PETE ANTIE MUNI HELIPORT (7L9) 0 N UTC-6(-5DT) N30°41.66' W91°44.78'

30 NOTAM FILE DRI

HELIPAD H1: H40X30 (CONC)

HELIPORT REMARKS: Unattended. For perimeter lgts call 337-623-4226.

COMMUNICATIONS: CTAF 122.9

HOUSTON
COPTER

WAAS CH 78015 W12A	APP CRS 117°	Rwy Idg 4402 TDZE 319 Apt Elev 319
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AL-6220 (FAA)

RNAV (GPS) RWY 12

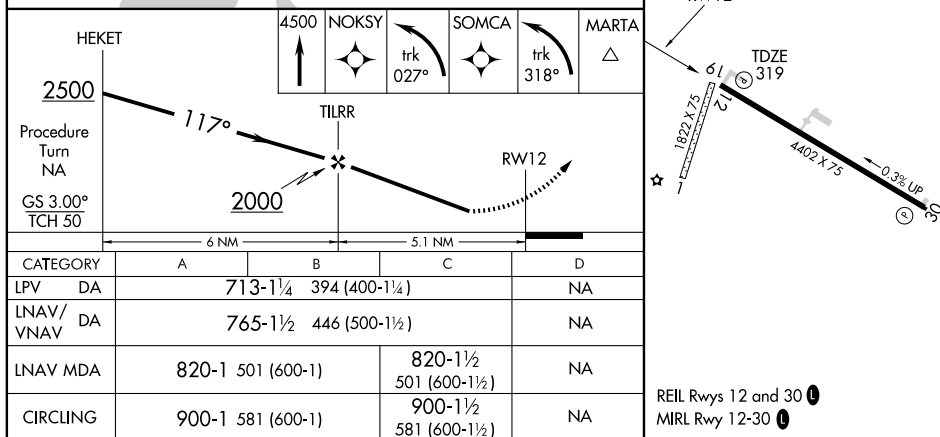
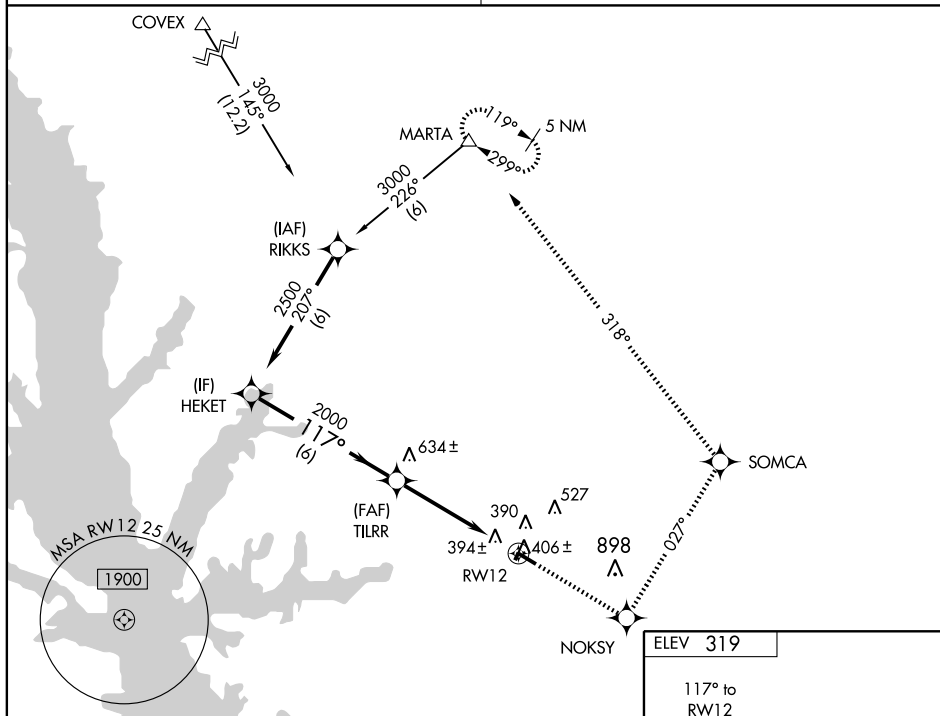
MANY/ HART (3R4)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night.
 ▲ NA Visibility reduction by helicopters NA. Use Fort Polk altimeter setting;
 when not received, use Natchitoches altimeter setting and increase
 all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼
 mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY
 and left turn via track 027° to SOMCA and left turn
 via track 318° to MARTA and hold.

POLK APP CON
123.7 254.8

UNICOM
122.8 (CTAF) 0



APP CRS 282°	Rwy Idg 4402 TDZE 311 Apt Elev 319
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AL-6220 (FAA)

RNAV (GPS) RWY 30

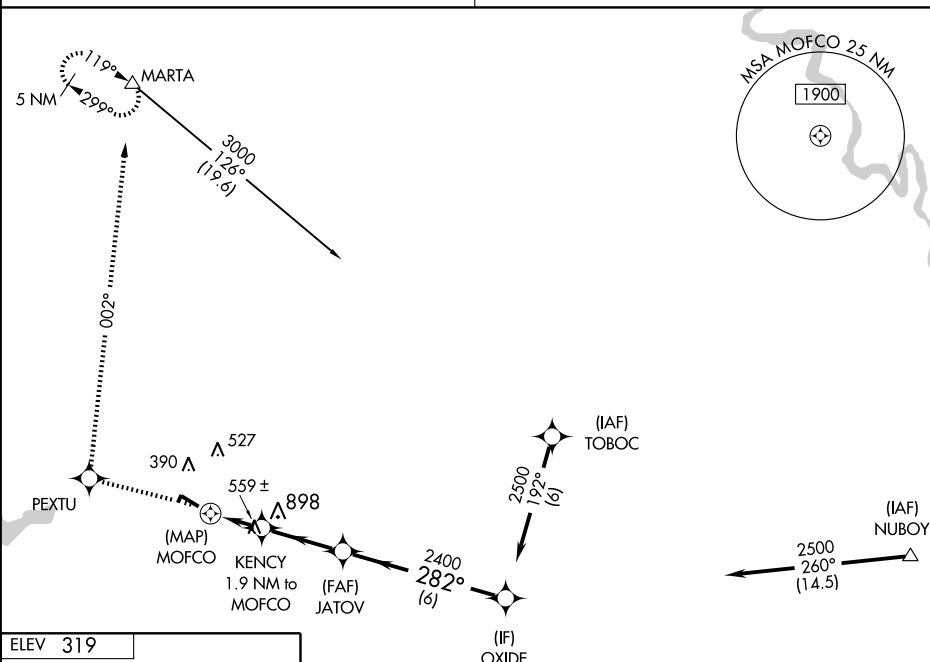
MANY/ HART (3R4)

▽ DME/DME RNP-0.3 NA. Procedure NA at night.
△ NA Visibility reduction by helicopters NA.
 Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

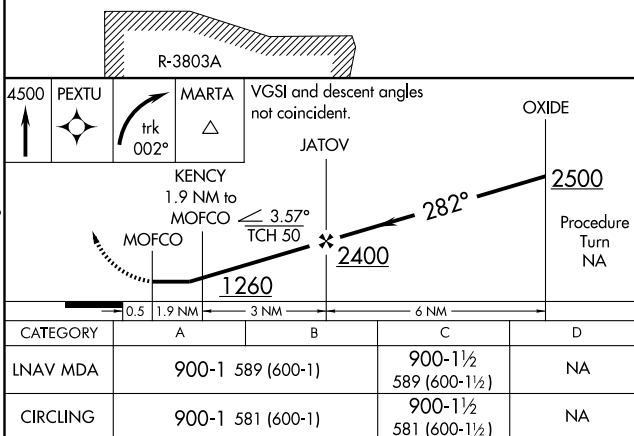
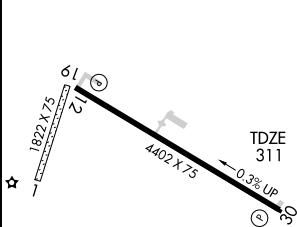
MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON
123.7 254.8

UNICOM
122.8 (CTAF) 0



ELEV 319



REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

MANY, LOUISIANA

Orig 10154

31°33'N - 93°29'W

MANY/ HART (3R4)

RNAV (GPS) RWY 30

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

MANY

HART (3R4) 2 SW UTC-6(-5DT) N31°32.67' W93°29.16'

319 B FUEL 100LL NOTAM FILE DRI

RWY 12-30: H4402X75 (ASPH) S-6 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 01-19: 1822X75 (TURF)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Self svc fuel avbl after hrs with credit card. Rwy 01-19 CLOSED indef. MIRL Rwy 12-30, REIL Rwy 12 and Rwy 30 preset low ints dusk to dawn to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

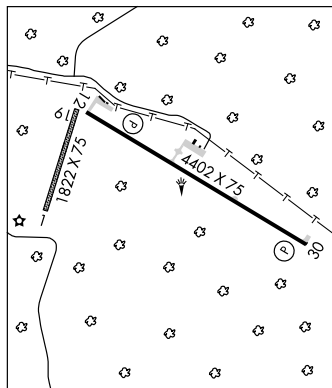
Ⓡ POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 286° 53.4 NM to fld. 80/3E. HIWAS.

MANY NDB (MHW) 272 MMY N31°34.28' W93°32.49' 115° 3.3 NM to fld. NOTAM FILE DRI. SHUTDOWN.



HOUSTON
L-22E
IAP

MANY N31°34.28' W93°32.49' NOTAM FILE DRI.

NDB (MHW) 272 MMY 115° 3.3 NM to Hart. SHUTDOWN.

HOUSTON
L-17B

MANY N31°33.81' W93°26.74'

RCO 122.15 (DE RIDDER RADIO)

HOUSTON
L-22E

MARKSVILLE MUNI (MKV) 1 S UTC-6(-5DT) N31°05.68' W92°04.14'

79 B FUEL 100LL NOTAM FILE DRI

RWY 04-22: H3799X75 (ASPH) S-19 MIRL

RWY 04: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

RWY 22: SAVASI(S2L)—GA 3.5° TCH 18'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2000Z±. Fuel avbl 24 hrs with credit card. Rwy 04-22 CLOSED to acft 12,500 lbs and over. North ramp clsd to all traffic and parking indef. Rwy 04 SAVASI OTS indef. Rwy 22 SAVASI OTS indef. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—122.8.

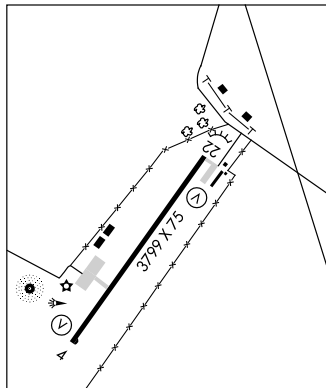
COMMUNICATIONS: CTAF 122.9

Ⓡ POLK APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.04' 110° 24.3 NM to fld. 80/3E. HIWAS.

NDB (MHW) 347 MKV N31°05.68' W92°04.36' at fld. NOTAM FILE DRI.



HOUSTON
L-21B, 22E
IAP

MATTERHORN MMG N28°44.53' W88°49.53'

AWOS-3 118.475

L-21C, GOMC

MELVILLE

PETE ANTIE MUNI HELIPORT (7L9) 0 N UTC-6(-5DT) N30°41.66' W91°44.78'

30 NOTAM FILE DRI

HELIPAD H1: H40X30 (CONC)

HELIPORT REMARKS: Unattended. For perimeter lgts call 337-623-4226.

COMMUNICATIONS: CTAF 122.9

HOUSTON
COPTER

NDB MKV 347	APP CRS 040°	Rwy Idg TDZE Apt Elev	3799 77 79
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NDB RWY 4

MARKSVILLE MUNI (MKV)

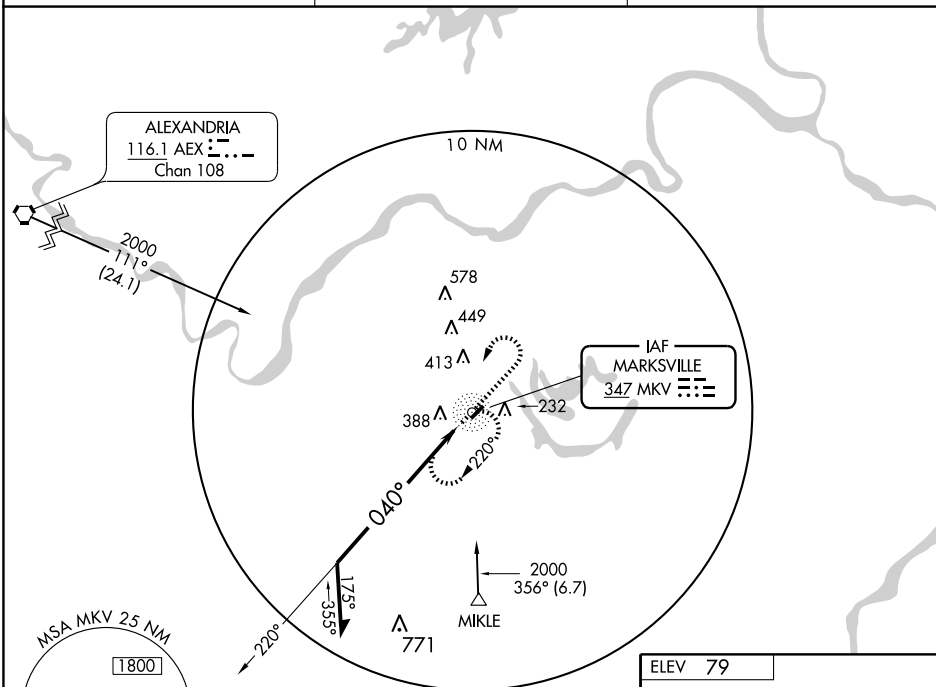
▲ NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

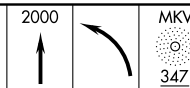
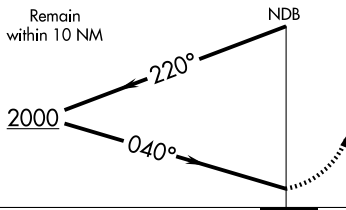
POLK APP CON
125.4 302.2

CTAF
122.9

122.8



Remain
within 10 NM



ELEV 79

040° to
NDB



MIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4	1020-1¼	943 (1000-1¼)	NA	
CIRCLING	1020-1¼	941 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

APP CRS
043°

Rwy Idg **3799**
TDZE **77**
Apt Elev **79**

RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)



DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting.
If not received, use Alexandria Intl. altimeter setting.
When neither is received, procedure not authorized.

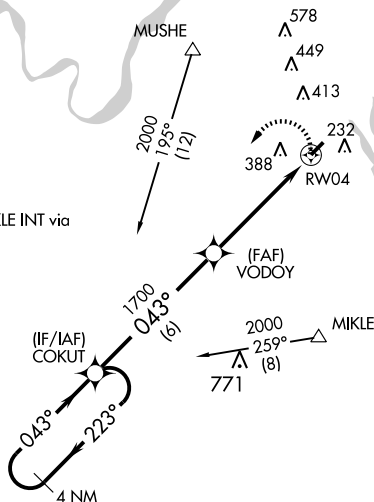
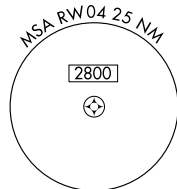
MISSED APPROACH: Climbing left turn to 2000
direct COKUT and hold.

POLK APP CON
125.4 302.2

CTAF
122.9

122.8 0

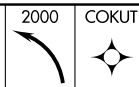
Procedure NA for arrivals at MIKLE INT via
V144 southeast bound.



4 NM
Holding Pattern

COKUT

VODOY



2000
← 223°
043° →

VGSI and descent angles
not coincident.

1700

3.04
TCH 40

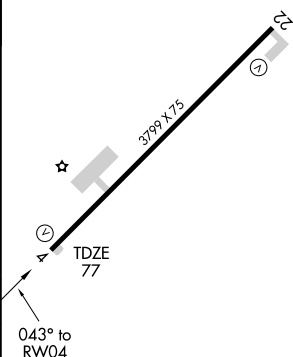
RW04

6 NM

4.9 NM

CATEGORY	A	B	C	D
LNNAV MDA	680-1	603 (700-1)	NA	NA
CIRCLING	760-1	681 (700-1)	NA	NA

ELEV 79



MIRL Rwy 4-22 0

VORTAC
116.1
Chan **108**

APP CRS
110°

Rwy Idg	
TDZE	
Apt Elev	

N/A
N/A
79

VOR/DME-A
MARKSVILLE MUNI (MKV)

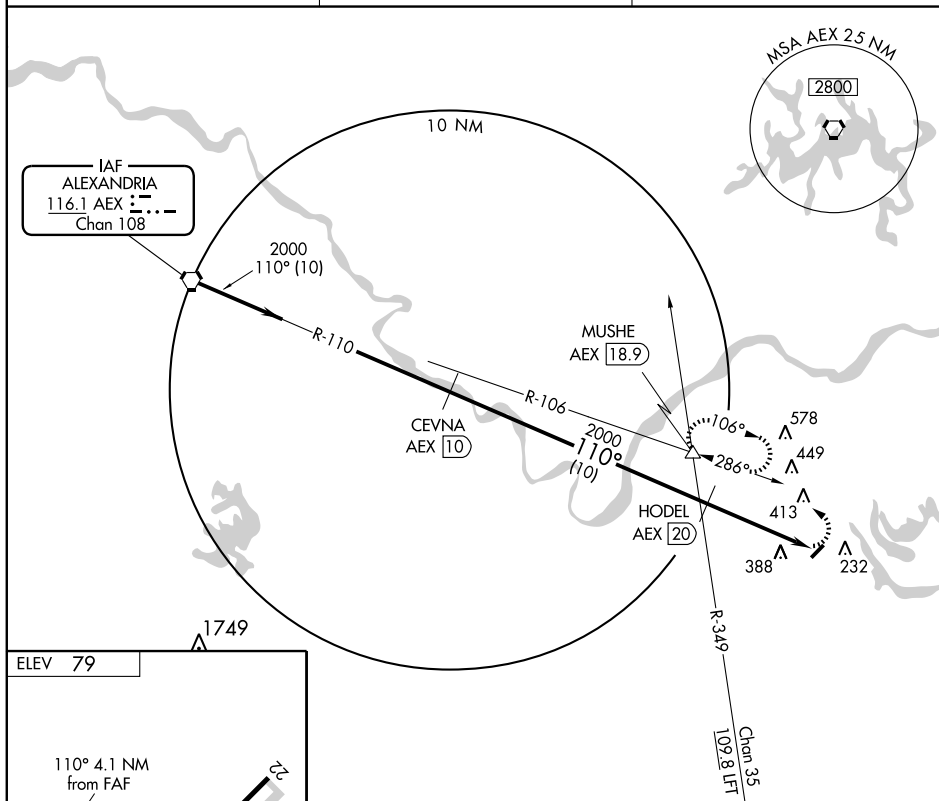
A NA Use Esler Kgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON
125.4 302.2

CTAF
122.9

122.8 L



ELEV 79

110° 4.1 NM
from FAF

MIRL Rwy 4-22 **L**

Procedure

CEVNA
AEX 10

2000

HODEL
AEX 20

4000

AEX R-106

MUSHE

AEX 18.9

ECAGA
AEX 24.1

CATEGORY

760-1

760-1¼

C

D

Knots	60	90	120	150	180
-------	----	----	-----	-----	-----

Min:Sec					
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MARKSVILLE, LOUISIANA

Amdt 4 08213

MARKSVILLE MUNI (MKV)

VOR/DME-A

31°06'N-92°04'W

SC-4. 23 SEP 2010 to 21 OCT 2010

MINDEN—WEBSTER (F24) 2 NW UTC-6(-5DT) N32°38.76' W93°17.89'

278 B FUEL 100LL, JET A+ TPA-1300 (1022) NOTAM FILE DRI

RWY 01-19: H5004X75 (ASPH) S-30, D-45 MIRL 0.3% up S

RWY 01: REIL. PAPI(P2L)—GA 3.25° TCH 54'. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.15° TCH 54'. Trees.

AIRPORT REMARKS: Attended 1300-0000Z†. For arpt attendant after hrs call 318-377-2144. Birds on and invof arpt. MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19, preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (318) 371-7874. Plus precipitation and thunderstorm.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SHREVEPORT APP/DEP CON** 118.6 (1200-0600Z†) 121.4 (0600-1200Z†)

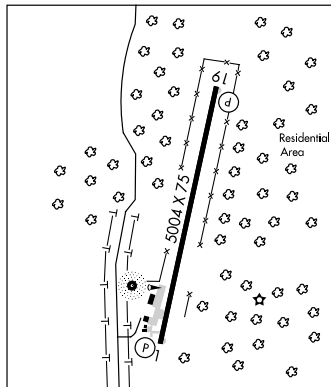
GCD 135.075 (SHREVEPORT APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 099° 27.0 NM to fld. 190/7E.

NDB (MHW) 201 MNE N32°38.45' W93°18.13' at fld.
NOTAM FILE DRI. Unmonitored.

MEMPHIS
H-6I, L-17E
IAR



MISSISSIPPI CANYON MDJ N28°38.55' W89°47.65'

AWOS-3 119.325

L-21B, GOMC

MOLLY RIDGE N32°24.55' W91°46.68' NOTAM FILE DRI.

NDB (MHW) 338 MRK 002° 4.6 NM to John H Hooks Jr Mem.

MEMPHIS
L-18F

APP CRS **012°**
 Rwy Idg **5004**
 TDZE **278**
 Apt Elev **278**

GPS RWY 1
 MINDEN-WEBSTER (F24)

▲ NA Use Barksdale AFB altimeter setting.

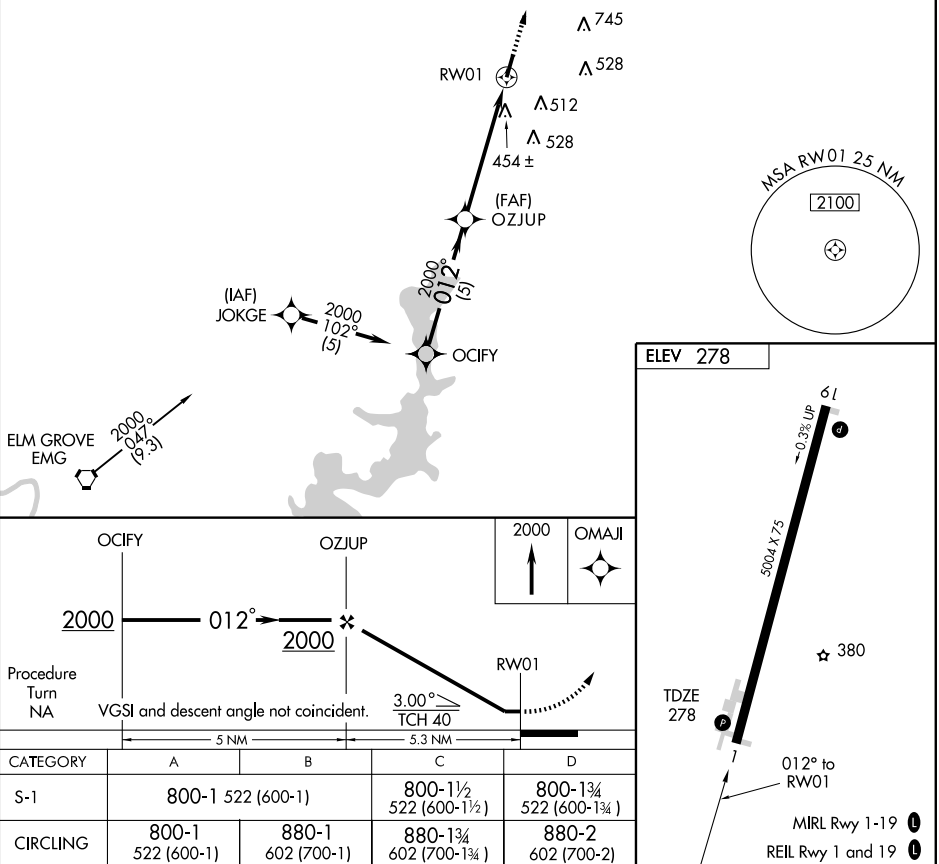
MISSED APPROACH: Climb to 2000 direct OMAJI WP and hold.

AWOS-3
119.325

SHREVEPORT APP CON
118.6 350.2

GCO
135.075

UNICOM
122.8 (CTAF) 0



APP CRS	Rwy Idg	5004
192°	TDZE	272
	Apt Elev	278

GPS RWY 19

MINDEN-WEBSTER (F24)

▲ NA Use Barksdale AFB altimeter setting.

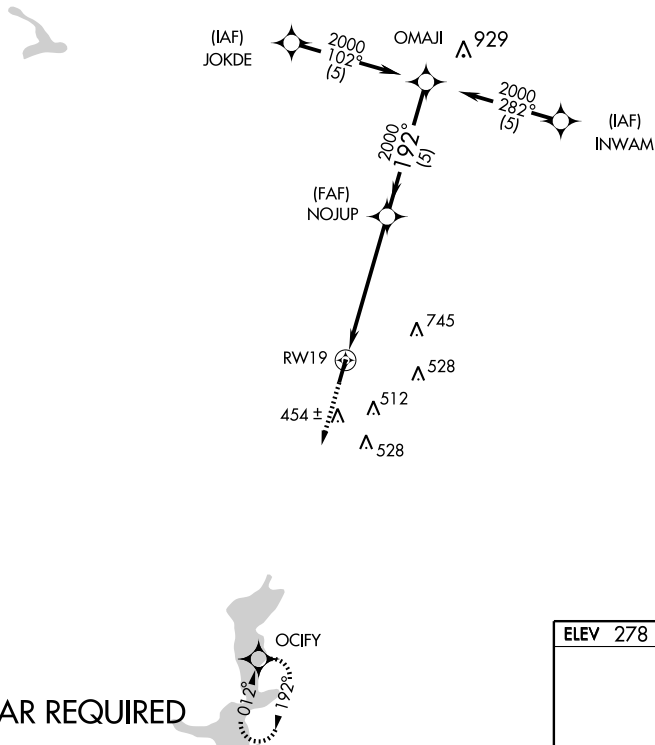
MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold.

AWOS-3
119.325

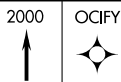
SHREVEPORT APP CON
118.6 350.2

GCO
135.075

UNICOM
122.8 (CTAF) 0



RADAR REQUIRED



NOJUP

OMAJI

RW19

3.00°
TCH 40

VGSI and descent angle not coincident.

CATEGORY

A

B

C

D

S-19

700-1 428 (500-1)

700-1¼ 428 (500-1¼)

700-1½ 428 (500-1½)

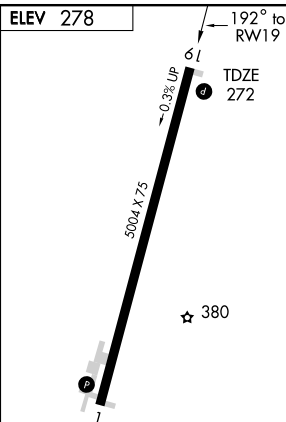
CIRCLING

800-1 522 (600-1)

880-1 602 (700-1)

880-1¼ 602 (700-1¼)

880-2 602 (700-2)



MIRL Rwy 1-19 0

REIL Rwy 1 and 19 0

NDB MNE	APP CRS	Rwy Idg	5004
<u>201</u>	200°	TDZE	272
		Apt Elev	278

NDB RWY 19
MINDEN-WEBSTER (F24)

A NA Use Barksdale AFB altimeter setting.

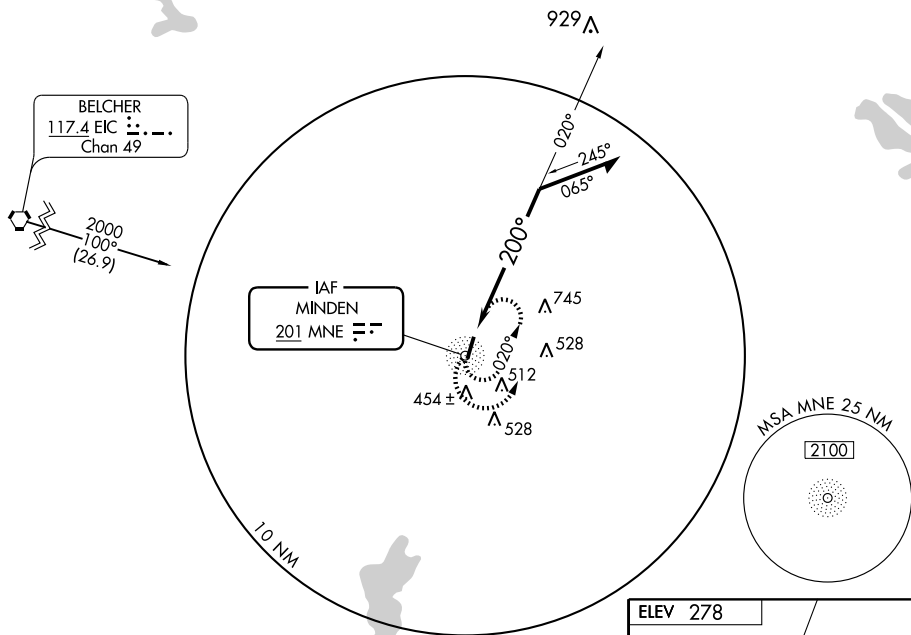
MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

AWOS-3
119.325

SHREVEPORT APP CON
118.6 350.2



GCO
135.075

UNICOM
122.8 (CTAF) **L**



2000
039°
(20.7)

ELM GROVE
111.2 EMG
Chan 49

2000	MNE
	
	<u>201</u>

ELEV 278

200° to
MNE NDB

61

TDZE
272

5004 X 75

☆ 380

MIRL Rwy 1-19

REIL Rwy 1 and 19

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-19	1000-1	728 (800-1)	1000-2 728 (800-2)	1000-2¼ 728 (800-2¼)
CIRCLING	1000-1	722 (800-1)	1000-2 722 (800-2)	1000-2¼ 728 (800-2¼)

MINDEN, LOUISIANA
Amdt 2 10210

MINDEN-WEBSTER (F24)
NDB RWY 19

32° 39' N - 93° 18' W

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC EIC 117.4 Chan 121	APP CRS 099°	Rwy Idg TDZE Apt Elev	N/A N/A 278
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VOR/DME-A
MINDEN-WEBSTER (F24)

NA Use Barksdale AFB altimeter setting.

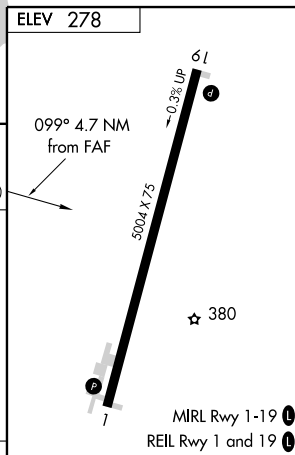
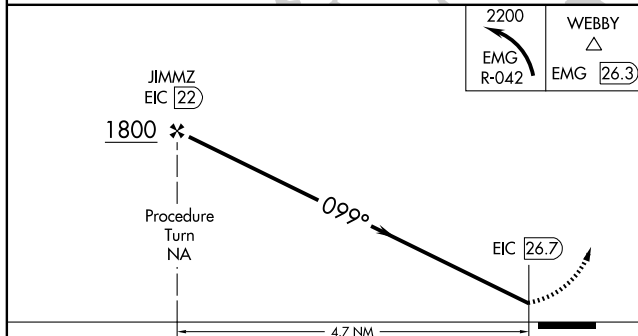
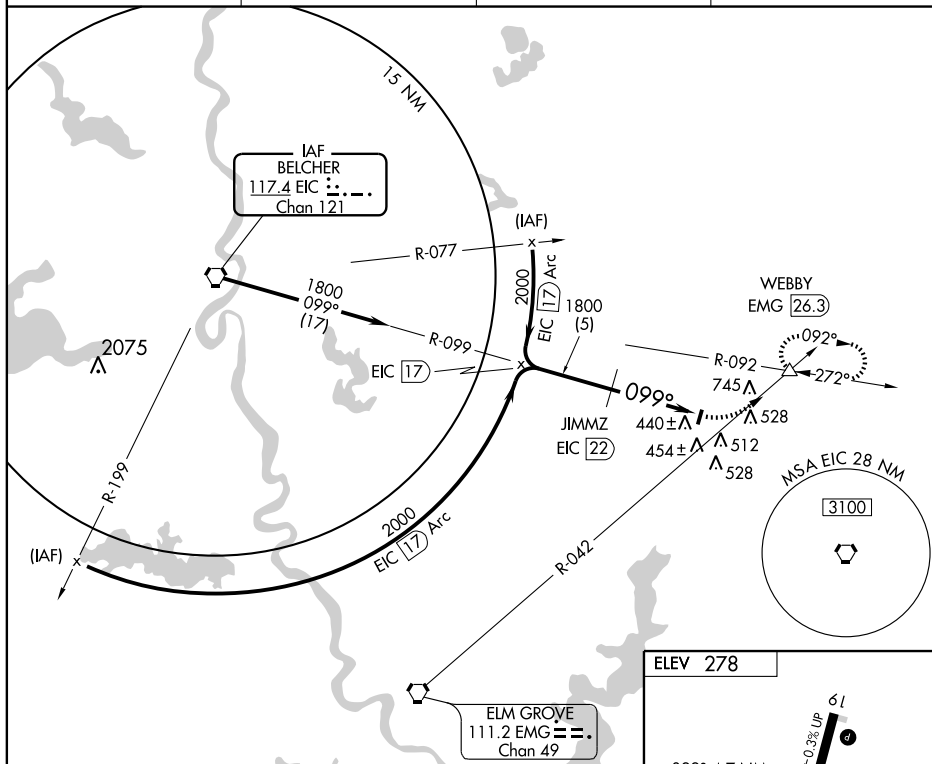
MISSED APPROACH: Climbing left turn to 2200 via EMG
VOR/DME R-042 to WEBBY Int and hold.

AWOS-3
119.325

SHREVEPORT APP CON
118.6 350.2

GCO
135.075

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3	1262 (1300-3)	Min:Sec					

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

ATIS 125.05
MONROE TOWER ★
118.9 257.8
GND CON
121.9
CLNC DEL
121.65

D

RWY 04-22
S-75, D-170, 2S-175, 2D-290
RWY 14-32
S-75, D-170, 2S-175, 2D-290
RWY 18-36
S-60, D-75, 2S-95, 2D-130

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

HANGAR
FIRE STATION
FIELD ELEV 79

HANGAR
TANKS
HANGARS
FBO

CONTROL TOWER 207

TERMINAL
HANGARS

GENERAL AVIATION PARKING
VOT

HANGAR
FBO

HANGAR

ELEV 79

81

178.9°

5000 X 150

7507 X 150

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

358.9°

5001 X 150

ELEV 76

36

ELEV 75

223.9°

5000 X 150

7507 X 150

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

318.9°

5001 X 150

ELEV 76

36

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°03.0' W

92°02.0' W

AIRPORT DIAGRAM

MONROE, LOUISIANA
MONROE RGNL (MLU)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

MONROE RGNL (MLU) 3 E UTC-6(-5DT) N32°30.65' W92°02.26'

79 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index B NOTAM FILE MLU

RWY 04-22: H7507X150 (ASPH) S-75, D-170, 2S-175, 2D-290 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 18-36: H5001X150 (ASPH) S-60, D-75, 2S-95, 2D-130

RWY 18: Trees. **RWY 36:** Trees.

RWY 14-32: H5000X150 (ASPH) S-75, D-170, 2S-175, 2D-290

MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 63'. Thld dspcd 301'.

Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7507 TODA-7507 ASDA-7507 LDA-7507

RWY 14: TORA-5000 TODA-5000 ASDA-5000 LDA-4699

RWY 18: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

RWY 22: TORA-7507 TODA-7507 ASDA-7507 LDA-7507

RWY 32: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 36: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

AIRPORT REMARKS: Attended continuously. Rwy 18-36, Twys J, E, between Rwy 18-36 and Rwy 04-22, and Twy A from Rwy 14 to Twy C not avbl for air carrier ops with over 9 passenger seats. Rwy 04 runway visual range touchdown avbl. SW 6000' grvd ASPH. Rwy 14-32 surface block cracking with grass over 90% of rwy surface. Taxiway A clsd to acft over 12,500 lbs E of Rwy 18 to Taxiway C. Taxiway E clsd to aircraft with wing span over 90' East of Rwy 04-22. When twr closed **ACTIVATE** HIRL Rwy 04-22 MIRL Rwy 14-32, Twy lghts, MALSR Rwy 04 and Rwy 22—CTAF, PAPI Rwy 04, Rwy 22, Rwy 14 and Rwy 32 operate continuously.

WEATHER DATA SOURCES: ASOS (318) 361-0684. **HIWAS** 117.2 MLU. **LLWAS**.

COMMUNICATIONS: **CTAF** 118.9 **ATIS** 125.05 **UNICOM** 122.95

RCO 122.25 (DE RIDDER RADIO)

Ⓜ **APP/DEP CON** 126.9 (180°-359°) 118.15 (360°-179°) (1200-0400Z‡)

Ⓜ **FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z‡)

TOWER 118.9 (1200-0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.65

AIRSPACE: **CLASS D** svc 1200-0400Z‡ other times **CLASS E**.

TRSA svc ctc **APP CON** within 25 NM below 7000'.

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

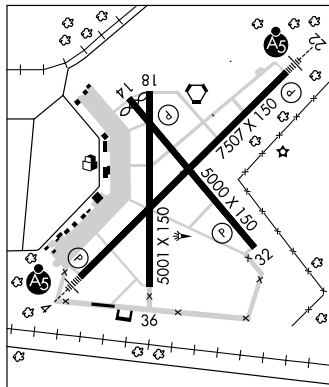
(L) **VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' at fld. 80/3E. **HIWAS**.

SABAR NDB (LOM) 392 ML N32°27.25' W92°06.25' 042 4.8 NM to fld. Unmonitored when tower closed.

ILS 109.5 I-MLU Rwy 04. Class IT. **LOM SABAR NDB** Unmonitored when tower closed.

ILS 109.5 I-MZR Rwy 22. Class IT. Unmonitored when tower closed.

ASR (1130-0500Z‡)



MEMPHIS

H-61, L-18F

IAP, AD

MOREHOUSE MEM (See BASTROP)

MOSSY N30°18.40' W93°11.77'. NOTAM FILE CWF.

NDB (LOM) 418 CW 150° 6.3 NM to Chennault Intl.

HOUSTON

LOC I-MLU <u>109.5</u>	APP CRS 042°	Rwy Idg 7507 TDZE 78 Apt Elev 79
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ILS or LOC RWY 4
MONROE RGNL (MLU)



* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.

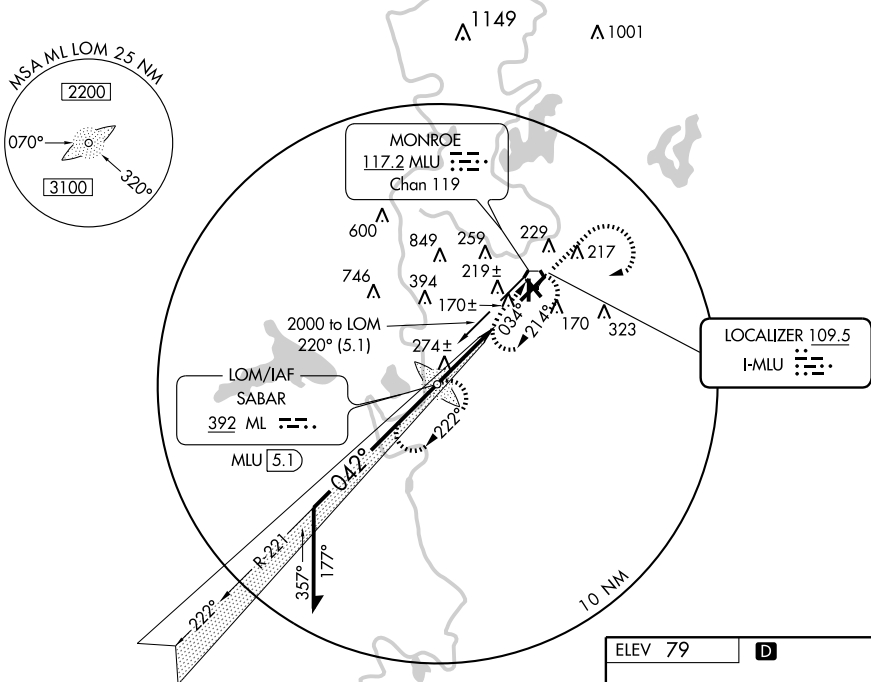
ATIS
125.05

MONROE APP CON ★
126.9 307.9

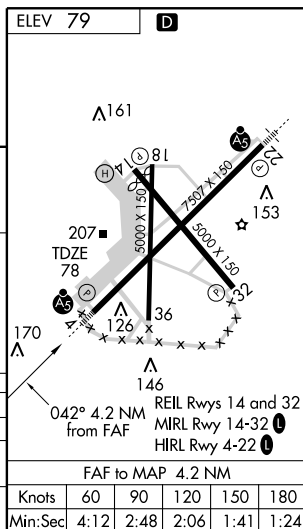
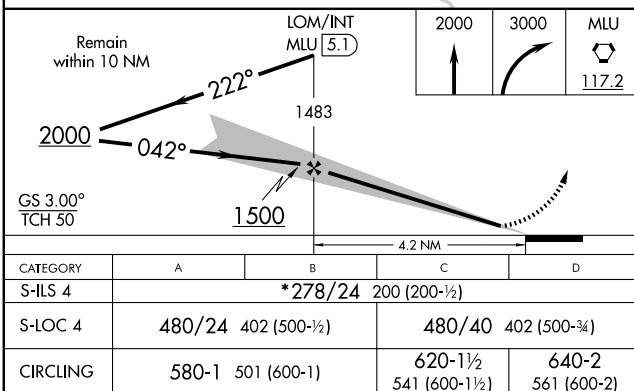
MONROE TOWER ★
118.9 (CTAF) 257.8

GND CON
121.9

CLNC DE
121.65

UNICOM
122.95



ADF or DME REQUIRED



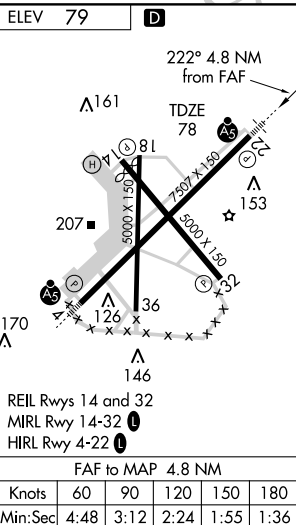
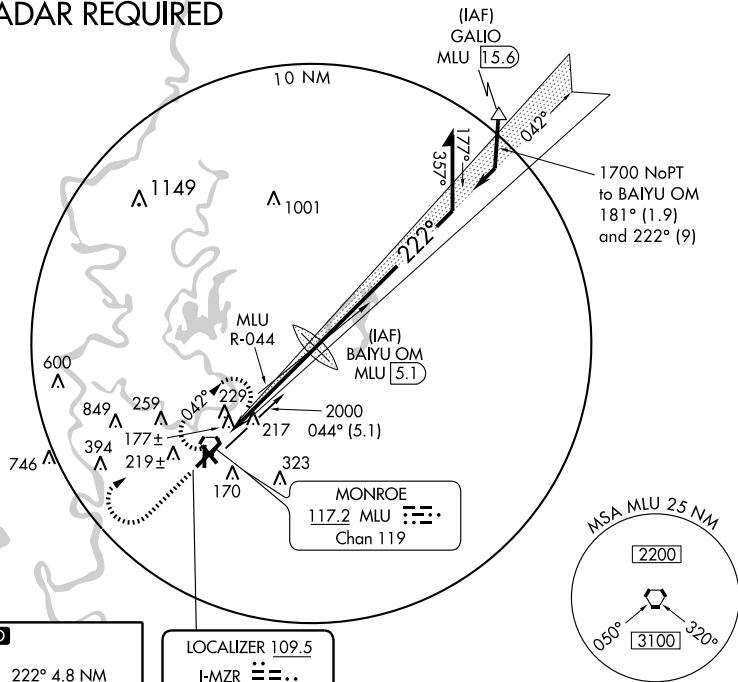
LOC I-MZR 109.5	APP CRS 222°	Rwy Idg TDZE Apt Elev	7507 78 79
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ILS or LOC RWY 22

MONROE RGNL (MLU)

			MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.		
ATIS 125.05	MONROE APP CON ★ 126.9 307.9	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95

DME or RADAR REQUIRED



3000 ↑		MLU 		
				
<p>BAIYU OM MLU 5.1</p> <p>1669</p> <p>042°</p> <p>222°</p> <p>1700</p> <p>2000</p> <p>GS 3.00° TCH 54</p> <p>Remain within 10 NM</p> <p>4.8 NM</p>				
CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	420-½ 342 (400-½)			420-¾ 342 (400-¾)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

WAAS CH 56410 W04A	APP CRS 042°	Rwy Idg TDZE Apt Elev	7507 78 79
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RNAV (GPS) RWY 4

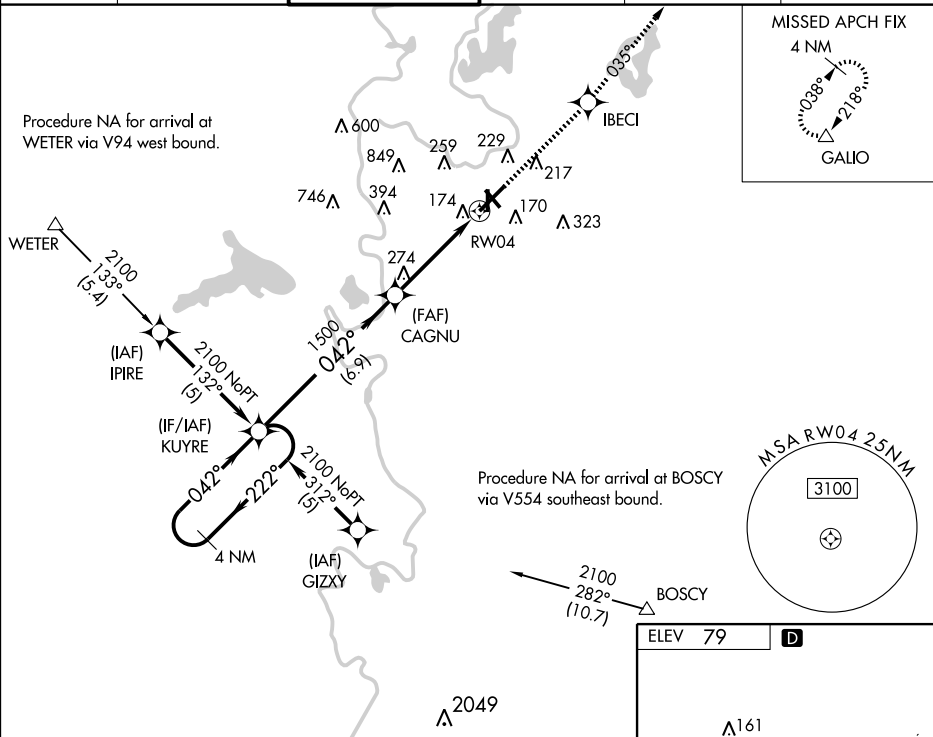
MONROE RGNL (MLU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

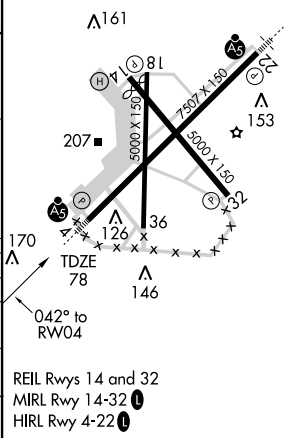


MISSED APPROACH: Climb to 3000 direct IBECI and left turn via 035° track to GALIO and hold.

ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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4 NM Holding Pattern		*LNAV only	3000	IBECI	TRK 035°	GALIO			
KUYRE		CAGNU	*1.3 NM to RW04						
2100 ← 222°		042° →	1500	RW04					
GS 3.00°		TCH 50							
		6.9 NM 3 NM 1.3 NM							
CATEGORY	A	B	C	D					
LPV DA	278/24		200 (200-½)						
LNAV/VNAV DA	444-40		366 (400-¾)						
LNAV MDA	540/24 462 (500-½)		540/40 462 (500-¾)		540/50 462 (500-1)				
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-½)		640-2 561 (600-2)				



WAAS CH 70510 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	7507 78 79
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RNAV (GPS) RWY 22

MONROE RGNL (MLU)



For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2100 direct KUYRE and hold.

ATIS
125.05

MONROE APP CON ★
126.9 307.9

MONROE TOWER ★
118.9 (CTAF) 0 257.8

GND CON
121.9

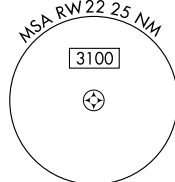
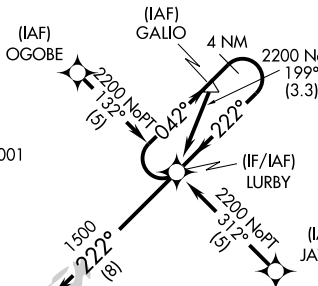
CLNC DEL
121.65

UNICOM
122.95

Procedure NA for arrival at FLESH via V71 Northwest bound.

FLESH
2200
088°
(15.5)

Procedure NA for arrival at GALIO via V94 Northeast bound.



2200
307°
(8.1)
RINKY

Procedure NA for arrival at RINKY via V18 East bound.



ELEV 79

D

4NM Holding Pattern LURBY

2200
GS 3.00°
TCH 54

IBECI

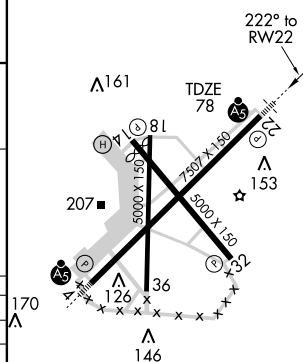
*1.5 NM to RW22

*LNAV only

1500

8 NM 2.8 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA		372-1/2	294 (300-1/2)	
LNAV/VNAV DA		541-1	463 (500-1)	
LNAV MDA	600-1/2	522 (600-1/2)	600-1 522 (600-1)	600-1 1/4 522 (600-1 1/4)
CIRCLING	600-1	521 (600-1)	620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)



REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

VORTAC MLU <u>117.2</u> Chan 119	APP CRS 034°	Rwy Idg 7507 TDZE 78 Apt Elev 79
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VOR/DME RWY 4
MONROE RGNL (MLU)

T
ASR

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

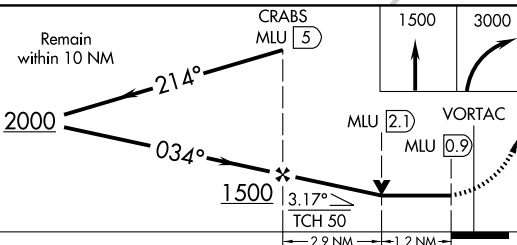
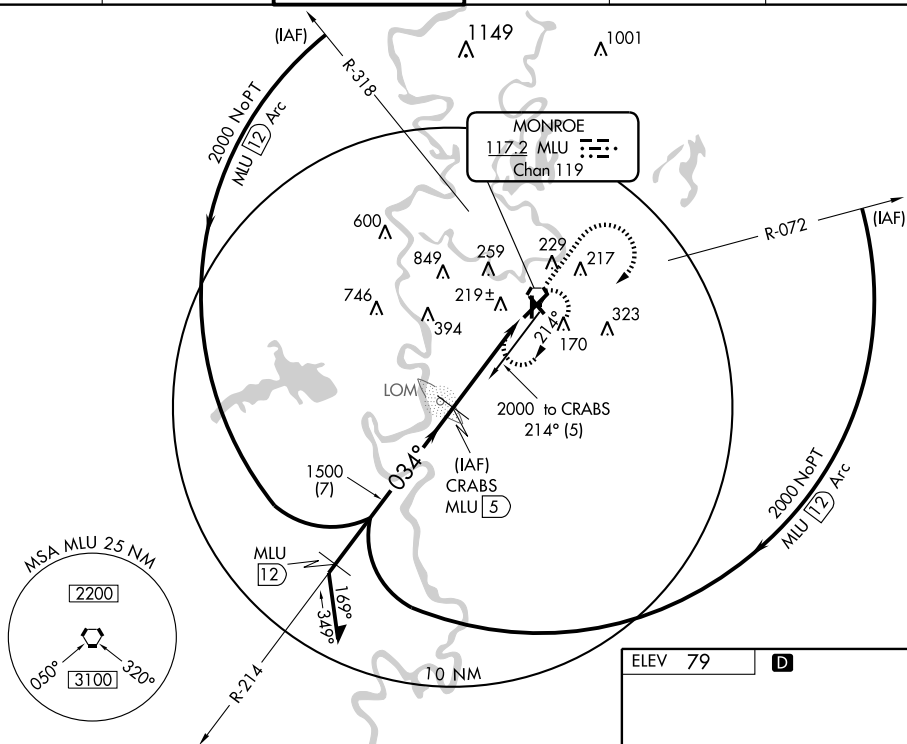
ATIS
125.05

MONROE APP CON ★
126.9 307.9

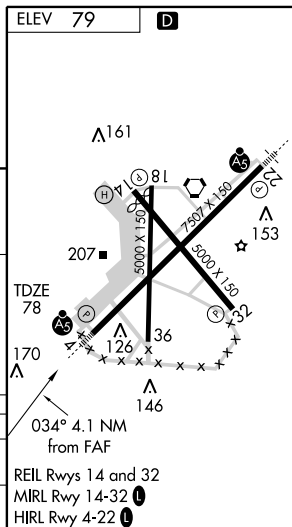
MONROE TOWER ★
118.9 (CTAF) **257.8**

GND CON
121.9

CLNC DE
121.65

UNICOM
122.95

CATEGORY	A	B	C	D
S-4	520/24	442 (500-½)	520/40 442 (500-¾)	520/50 442 (500-1)
CIRCLING	580-1	501 (600-1)	620-1½ 541 (600-½)	640-2 561 (600-2)



MONROE, LOUISIANA
Amdt 1B 03JUN10

32°31' N-92°02' W

MONROE RGNL (MLU)
VOR/DME RWY 4

SC-4. 23 SEP 2010 to 21 OCT 2010

VORTAC MLU 117.2 Chan 119	APP CRS 240°	Rwy ldg TDZE Apt Elev 7507 78 79
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VOR/DME RWY 22

MONROE RGNL (MLU)

ASR Inoperative table does not apply.
Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

ATIS
125.05

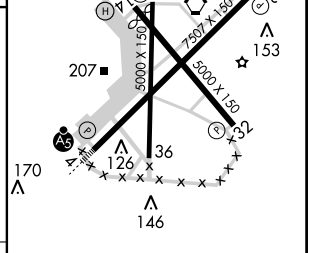
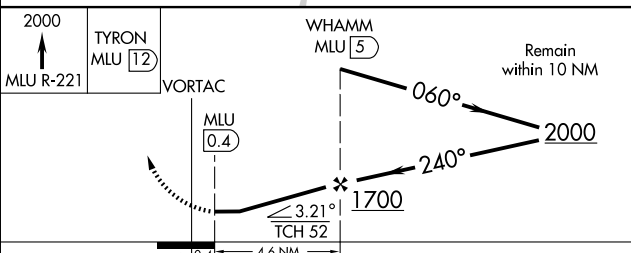
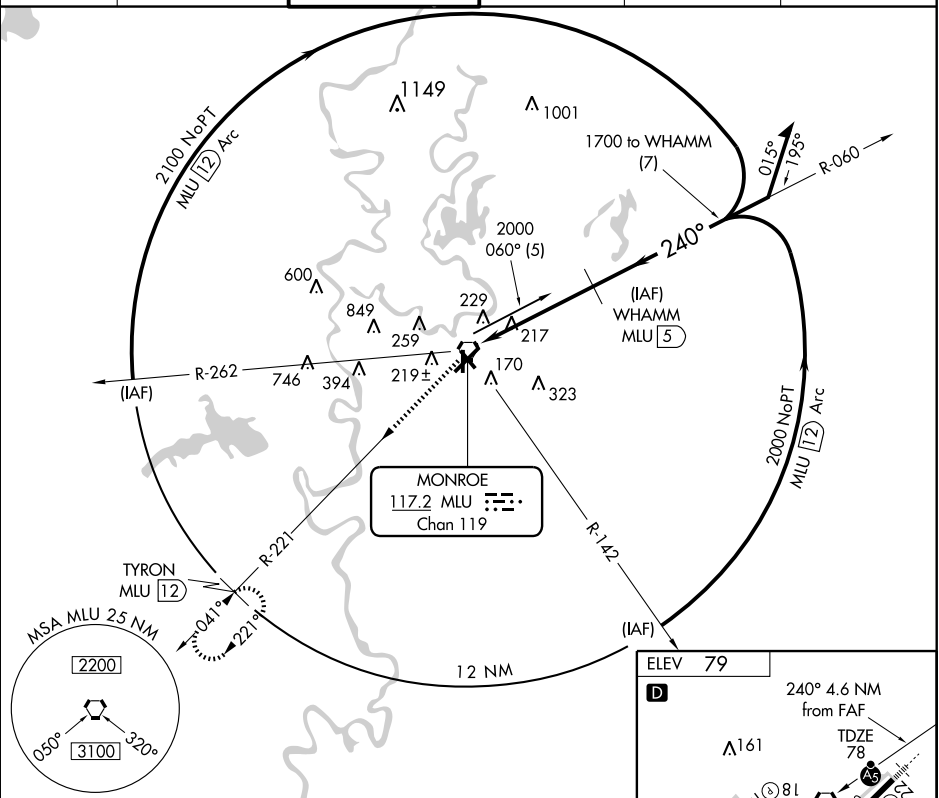
MONROE APP CON ★
126.9 307.9

MONROE TOWER ★
118.9 (CTAF) 0 257.8

GND CON
121.9

CLNC DEL
121.65

UNICOM
122.95



CATEGORY	A	B	C	D
S-22	500-1 422 (500-1)		500-1 1/4 422 (500-1 1/4)	
CIRCLING	580-1 501 (600-1)		620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)

REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

VORTAC MLU 117.2 Chan 119	APP CRS 328°	Rwy Idg TDZE Apt Elev	5000 78 79
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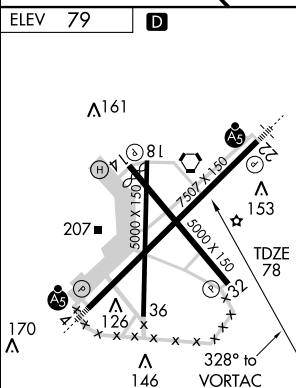
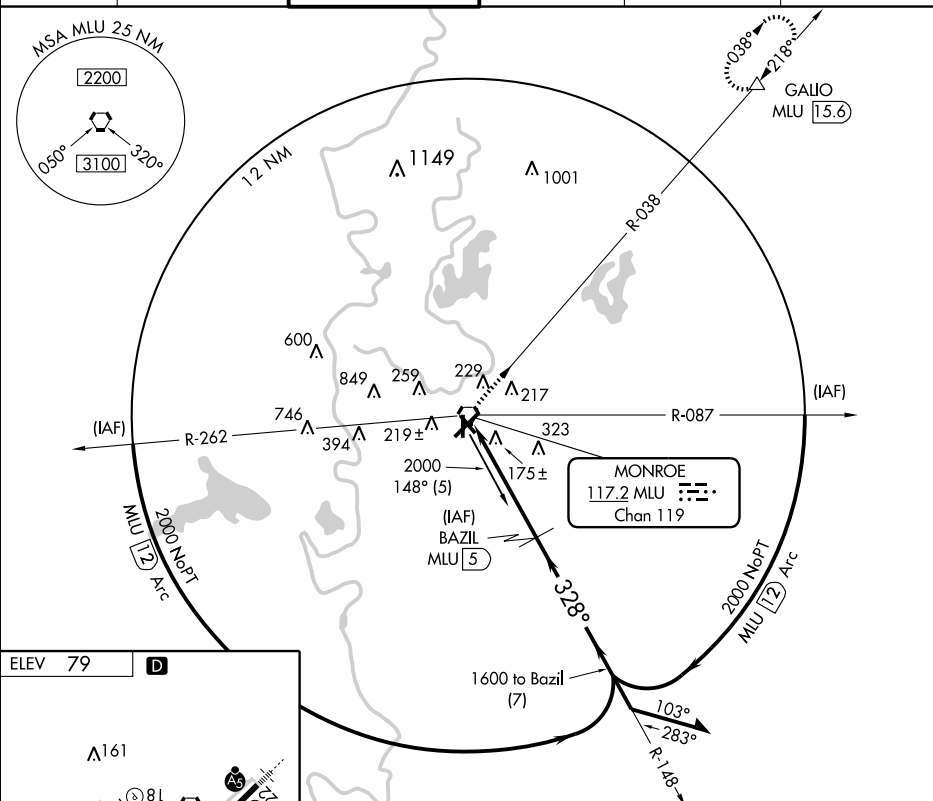
VOR/DME RWY 32

MONROE RGNL (MLU)

▼
ASR

MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

ATIS 125.05	MONROE APP CON ★ 126.9 307.9	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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<div>3000 ↑ MLU R-038</div> <div>GALIO MLU 15.6</div> <div>VGSI and descent angles not coincident.</div> <div>VORTAC</div> <div><div>3.23° TCH 48</div><div>0.74.3 NM</div></div>		<div>BAZIL MLU 5</div> <div>Remain within 10 NM</div> <div>148°</div> <div>328°</div> <div>2000</div> <div>1600</div>		
CATEGORY	A	B	C	D
S-32	460-1 382 (400-1)			460-1¼ 382 (400-1¼)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg TDZE Apt Elev 7507 78 79
---	------------------------	--

VOR RWY 4

MONROE RGNL (MLU)

ASR



MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

ATIS
125.05

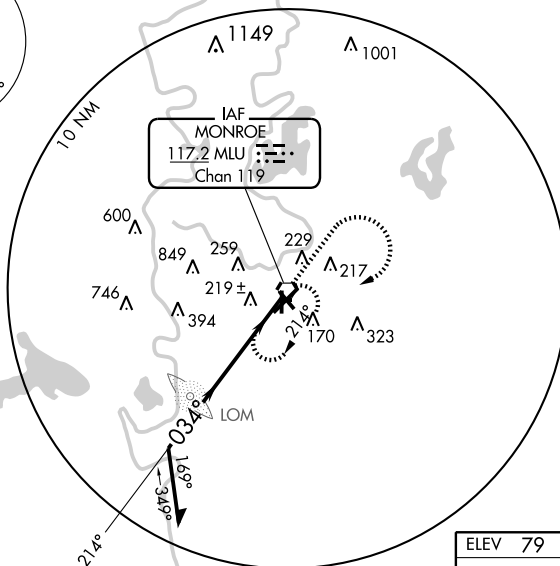
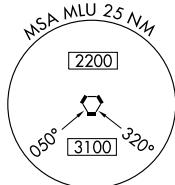
MONROE APP CON ★
126.9 307.9

MONROE TOWER ★
118.9 (CTAF) 0 257.8

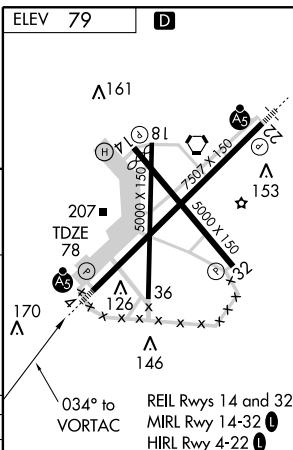
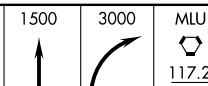
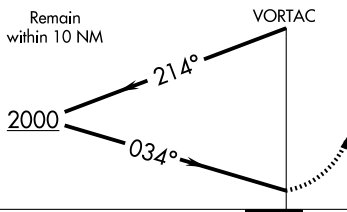
GND CON
121.9

CLNC DEL
121.65

UNICOM
122.95



Remain
within 10 NM



CATEGORY	A	B	C	D
S-4	600/24	522 (600-½)	600-50 522 (600-1)	600-60 522 (600-1¼)
CIRCLING	600-1	521 (600-1)	620-1½ 541 (600-1½)	640-2 561 (600-2)

VORTAC MLU 117.2 Chan 119	APP CRS 237°	Rwy Idg TDZE Apt Elev 7507 78 79
---	------------------------	--

VOR RWY 22

MONROE RGNL (MLU)

ASR For inoperative MALS R increase S-22 Cat A and B visibility to 1 mile. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS
125.05

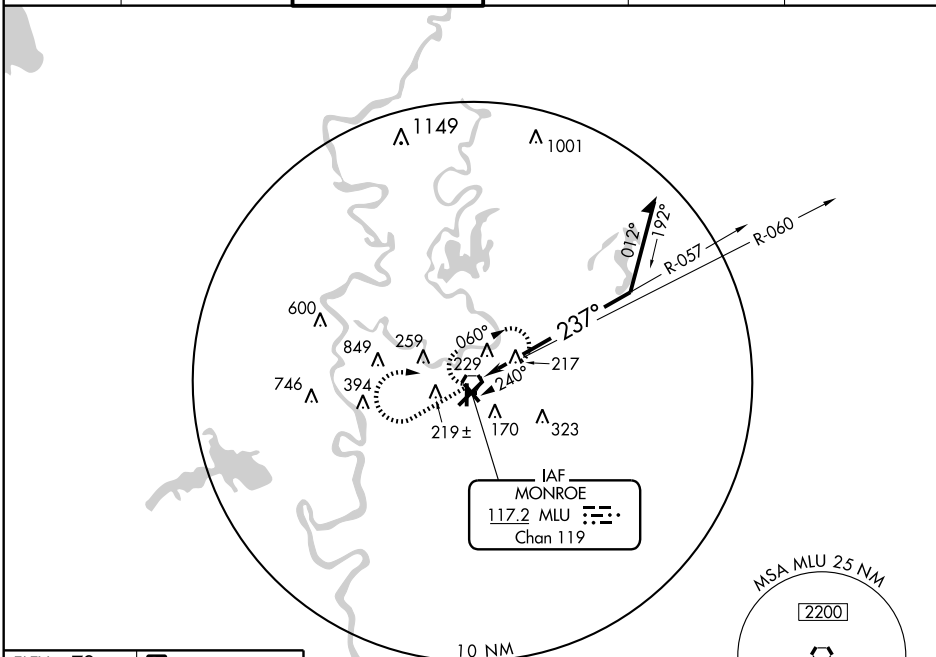
MONROE APP CON ★
126.9 307.9

MONROE TOWER ★
118.9 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.65

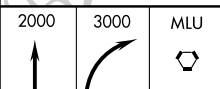
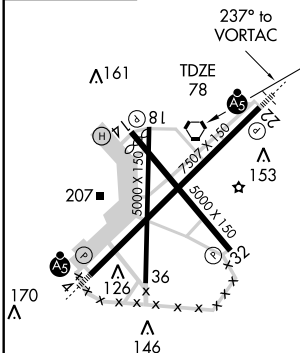
UNICOM
122.95



ELEV 79

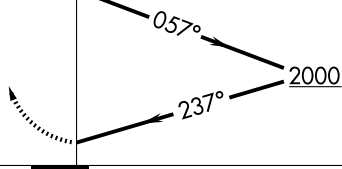


237° to
VORTAC



VORTAC

Remain
within 10 NM



REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-22	640- $\frac{3}{4}$ 562 (600- $\frac{3}{4}$)		640-1 562 (600-1)	640-1 $\frac{3}{4}$ 562 (600-1 $\frac{3}{4}$)
CIRCLING	640-1 561 (600-1)		640-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$)	640-2 561 (600-2)

MONROE, LOUISIANA

Amdt 4A 03JUN10

32°31' N-92°02' W

MONROE RGNL (MLU)

VOR RWY 22

NATCHITOCHES RGNL (IER) 2 S UTC-6(-5DT) N31°44.14' W93°05.95'

121 B S4 FUEL 100LL, JET A1+ NOTAM FILE IER

RWY 17-35: H5003X150 (ASPH) S-30 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 07-25: H4000X100 (ASPH-AFSC) S-21 MIRL

RWY 07: Trees. RWY 25: P-line.

AIRPORT REMARKS: Attended dawn-dusk. For arpt attendant after hrs call 318-471-2106. Fuel avbl 24 hr with credit card. MIRL Rwy 17-35 and REIL Rwy 17 preset low ints dusk to dawn, to increase ints and ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 35 ODALS operate low ints continuously, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (318) 352-1575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 125.4

GCO 135.075 (FORT POLK APCH AND DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

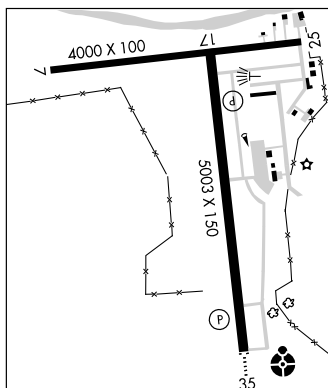
W92°30.06' 310° 42.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 407 OOC N31°39.45' W93°04.66' 343° 4.8

NM to fld. NOTAM FILE IER.

ILS 110.5 I-IER Rwy 35. LOC only. LOC unmonitored

0000-1200Z±.

HOUSTON
H-61, L-22E
IAP**NEW IBERIA****ACADIANA RGNL** (ARA) 4 NW UTC-6(-5DT) N30°02.27' W91°53.03'

24 B S2 FUEL 100LL, JET A OX 4 TPA-1024(1000)

NOTAM FILE ARA

RWY 16-34: H8002X200 (CONC) D-105, 2S-133, 2D-163,

2D/2D2-400 HIRL

RWY 16: ODALS. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 34: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

AIRPORT REMARKS: Attended 1300-0300Z±. For fuel after hrs call 337-367-1401, FAX 337-367-1404. CAUTION—seaplane landing area (water channel) West of and adjacent/parallel to runway. Rwy 16W-34W seaway edge lgts green; thld lgts amber. Bird activity on and in/ov arpt. ARFF PPR for more than 30 passenger seats call arpt manager 337-365-7202. Rotor wing movement and landing area between the rwy and seaway. Intensive helicopter training. When twr closed HIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE MALSR Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 133.325 (337) 365-0128.**COMMUNICATIONS:** CTAF 125.0 UNICOM 122.95

Ⓡ LAFAYETTE APP/DEP CON 121.1 (1030-0530Z±) LAFAYETTE CLNC DEL 118.05

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z±)

TOWER 125.0 (1200-0300Z±) GND CON 121.7 CLNC DEL 121.7

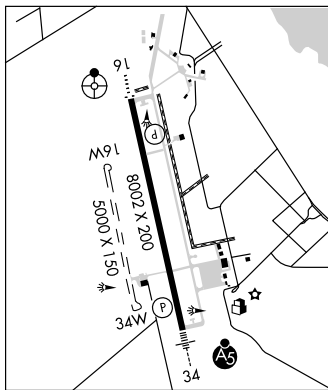
AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 146° 10.9 NM to fld. 36/3E.

HIWAS.

ACADI NDB (MHW/LOM) 269 AR N29°57.38' W91°51.80' 345° 5.0 NM to fld. NOTAM FILE ARA.

ILS 108.9 I-ARA Rwy 34. Class IA. LOM ACADI NDB.

HOUSTON
H-7D, L-21B, 22E, GOMC
IAP, AD

20 TPA-920(900)

WATERWAY 16-34: 5000X150 (WATER) MIRL

WATERWAY 16: Rgt tfc.

SEAPLANE REMARKS: Waterway 16-34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway 16-34-122.7. 3 clicks on 7 clicks off.

NEW ORLEANS N30°02.38' W90°01.60'

RCO 122.6 (DE RIDDER RADIO)

NEW ORLEANS
H-7E, 8F, L-22Z

LOC I-IER	APP CRS	Rwy Idg	5003
<u>110.5</u>	342°	TDZE	121
		Apt Elev	121

LOC RWY 35
NATCHITOCHES RGNL (IER)

T
A NA

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3
119.025

POLK APP CON
125.4 302.2

GCO
135.075

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED

MARTA

2000
- 105°
(24.3)

LOCALIZER 110.5
HER ::

MSA OOC 25 NM

2600

10/11/2024

.844

ELEV 121

MIRL Rwy 7-25 and 17-35 **L**
REIL Rwy 17 **L**

IAF
NATCHITOCES
407 OOC 

SATCH

IAF
ALEXANDRIA
116.1 AEX
Chan 108

3000 NoPT
299°
(32)

1000

2000

	00
--	----

NDB

One Minute Holding Pattern

$$\frac{162^\circ \rightarrow}{2,400} \quad 2000$$

VGSI and descent angles not coincident.

CATEGORY

A

C

D

S-35

10

5

 $-3/2$

N.

NATCHITOCHES, LOUISIANA

Amdt 3E 10238

NATCHITOCHES RGNI (TER)

LOC RWY 35

31°44'N-93°06'W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

NDB OOC	APP CRS	Rwy Idg	5003
<u>407</u>	343°	TDZE	121
		Apt Elev	121

NDB RWY 35
NATCHITOCES RGNL (IER)

T Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

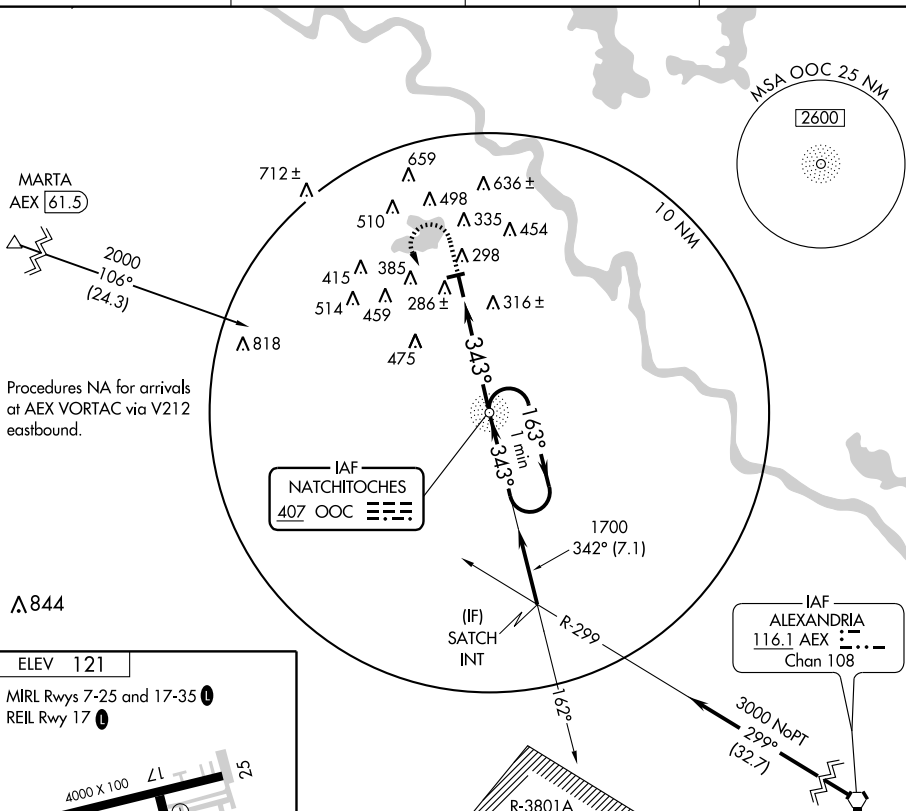
ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3
119.025

POLK APP CON
125.4 302.2

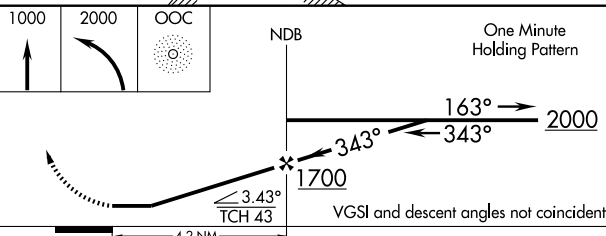
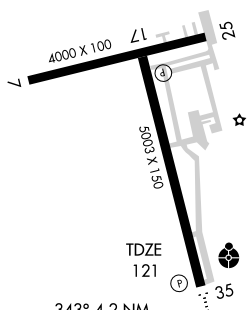
GCO
135.075

UNICOM
122.8 (CTAF) **L**

ELEV 121

MIRL Rwy 7-25 and 17-35 **L**

REIL Rwy 17 **L**



CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	740-1	619 (700-1)	740-1¾ 619 (700-1¾)	NA

NATCHITOCHES, LOUISIANA
Amdt 5A 10238

NATCHITOCES RGNL (IER)
NDB RWY 35

31°44'N-93°06'W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

NATCHITOCHES RGNL (IER) 2 S UTC-6(-5DT) N31°44.14' W93°05.95'

121 B S4 FUEL 100LL, JET A1+ NOTAM FILE IER

RWY 17-35: H5003X150 (ASPH) S-30 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 07-25: H4000X100 (ASPH-AFSC) S-21 MIRL

RWY 07: Trees. RWY 25: P-line.

AIRPORT REMARKS: Attended dawn-dusk. For arpt attendant after hrs call 318-471-2106. Fuel avbl 24 hr with credit card. MIRL Rwy 17-35 and REIL Rwy 17 preset low ints dusk to dawn, to increase ints and ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 35 ODALS operate low ints continuously, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (318) 352-1575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 125.4

GCO 135.075 (FORT POLK APCH AND DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

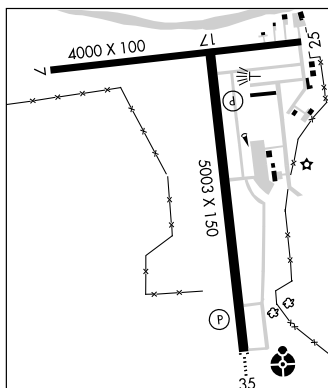
W92°30.06' 310° 42.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 407 OOC N31°39.45' W93°04.66' 343° 4.8

NM to fld. NOTAM FILE IER.

ILS 110.5 I-IER Rwy 35. LOC only. LOC unmonitored

0000-1200Z±.

HOUSTON
H-61, L-22E
IAP**NEW IBERIA****ACADIANA RGNL** (ARA) 4 NW UTC-6(-5DT) N30°02.27' W91°53.03'

24 B S2 FUEL 100LL, JET A OX 4 TPA-1024(1000)

NOTAM FILE ARA

RWY 16-34: H8002X200 (CONC) D-105, 2S-133, 2D-163,

2D/2D2-400 HIRL

RWY 16: ODALS. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 34: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

AIRPORT REMARKS: Attended 1300-0300Z±. For fuel after hrs call 337-367-1401, FAX 337-367-1404. CAUTION—seaplane landing area (water channel) West of and adjacent/parallel to runway. Rwy 16W-34W seaway edge lgts green; thld lgts amber. Bird activity on and in/ov arpt. ARFF PPR for more than 30 passenger seats call arpt manager 337-365-7202. Rotor wing movement and landing area between the rwy and seaway. Intensive helicopter training. When twr closed HIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE MALSR Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 133.325 (337) 365-0128.**COMMUNICATIONS:** CTAF 125.0 UNICOM 122.95

Ⓡ LAFAYETTE APP/DEP CON 121.1 (1030-0530Z±) LAFAYETTE CLNC DEL 118.05

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z±)

TOWER 125.0 (1200-0300Z±) GND CON 121.7 CLNC DEL 121.7

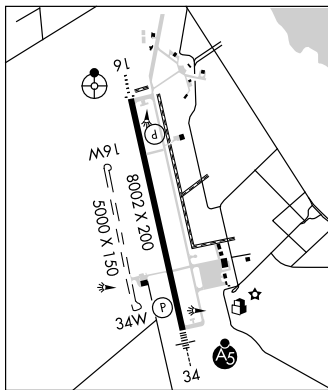
AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 146° 10.9 NM to fld. 36/3E.

HIWAS.

ACADI NDB (MHW/LOM) 269 AR N29°57.38' W91°51.80' 345° 5.0 NM to fld. NOTAM FILE ARA.

ILS 108.9 I-ARA Rwy 34. Class IA. LOM ACADI NDB.

HOUSTON
H-7D, L-21B, 22E, GOMC
IAP, AD

20 TPA-920(900)

WATERWAY 16-34: 5000X150 (WATER) MIRL

WATERWAY 16: Rgt tfc.

SEAPLANE REMARKS: Waterway 16-34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway 16-34-122.7. 3 clicks on 7 clicks off.

NEW ORLEANS N30°02.38' W90°01.60'

RCO 122.6 (DE RIDDER RADIO)

NEW ORLEANS
H-7E, 8F, L-22Z

LOC I-ARA	APP CRS	Rwy Idg	8002
<u>108.9</u>	345°	TDZE	21
		Apt Elev	24

ILS RWY 34

NEW IBERIA/ACADIANA RGNL (ARA)

A When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON★
121.1 268.7

ACADIANA TOWER ★
125.0 (CTAF) **L** **A5** 239.3

GND COM
121.7

CLNC DEL
121.7 122.7

UNICOM
122.95

ADF REQUIRED

LAFAYETTE
109.8 LFT 
Chan 35

LOCALIZER 108.9
I-ARA $\ddot{::} =$.

1049 Δ Δ ROSEY

2000

6.5 BTR
Chan

18.8

— IAF —
ACADI
269 AR : = .

15000

ELEV 24

HIRL Rwy 16-34 **L**
MIRL Rwy 16W-34W **L**★

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

800
↑

2000

CLYNT
△
LFT 18.8

HDG 080°
LFT R-114

NDB
1468

One Minute Holding Pattern

165° → 1700
← 345°

1500

GS 3.00°
TCH 51

4.3 NM

CATEGORY	A	B	C	D
S-ILS 34	221-1/2 200 (200-1/2)			
S-LOC 34	380-1/2 359 (400-1/2)			380-3/4 359 (400-3/4)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1 1/2 456 (500-1 1/2)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-ILS 34	250-1/2 229 (300-1/2)			
S-LOC 34	400-1/2 379 (400-1/2)			400-3/4 379 (400-3/4)
CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1 1/2 496 (500-1 1/2)	620-2 596 (600-2)

NEW IBERIA, LOUISIANA

Orig-A 08325

NEW IBERIA/ACADIANA RGNL (ARA)

ILS RWY 34

30° 02' N-91° 53' W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82501 W16A	APP CRS 165°	Rwy Idg TDZE 24 Apt Elev 24
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RNAV (GPS) RWY 16

NEW IBERIA/ACADIANA RGNL (A.R.A.)

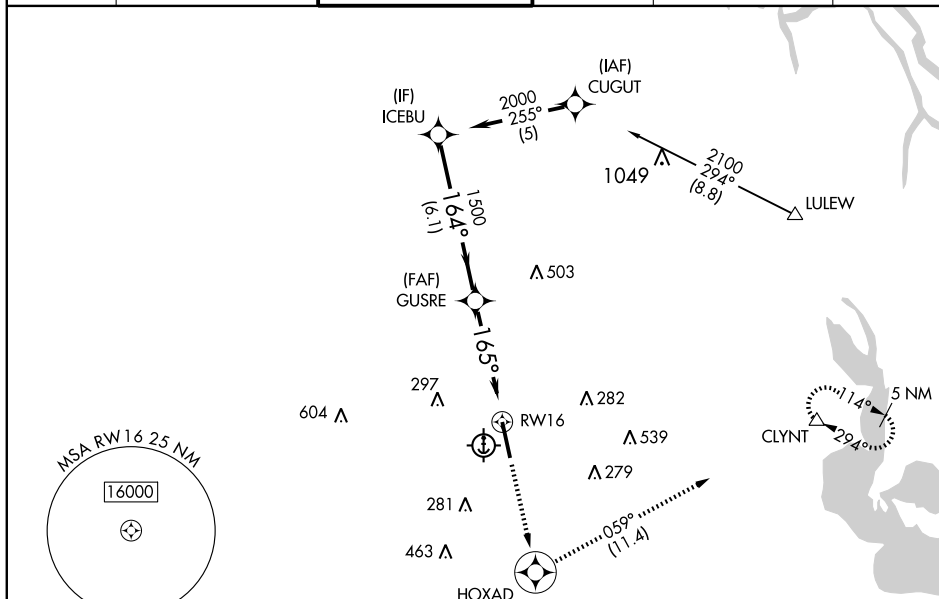
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
▲ When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

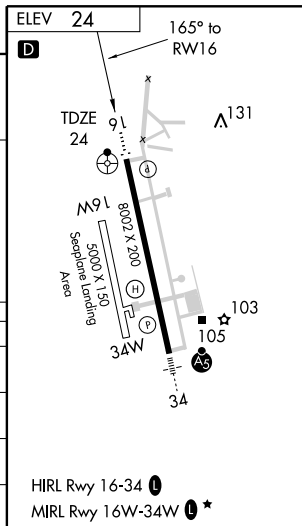


MISSED APPROACH:
Climb to 2000 direct
HOXAD and left turn
via 059° track to CLYNT
and hold.

ASOS 133.325	LAFAYETTE APP CON ★ 121.1 268.7	ACADIANA TOWER ★ 125.0 (CTAF) 123.3	GND CON 121.7	CLNC DEL 121.7 122.7 123.7	UNICOM 122.95
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Procedure Turn NA				
CATEGORY	A	B	C	D
LPV DA	358-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	355-1¼ 331 (400-1¼)			
LNAV MDA	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



WAAS CH 40301 W34A	APP CRS 345°	Rwy Idg TDZE 21 Apt Elev 24
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RNAV (GPS) RWY 34

NEW IBERIA/ACADIANA RGNL (A.R.A.)

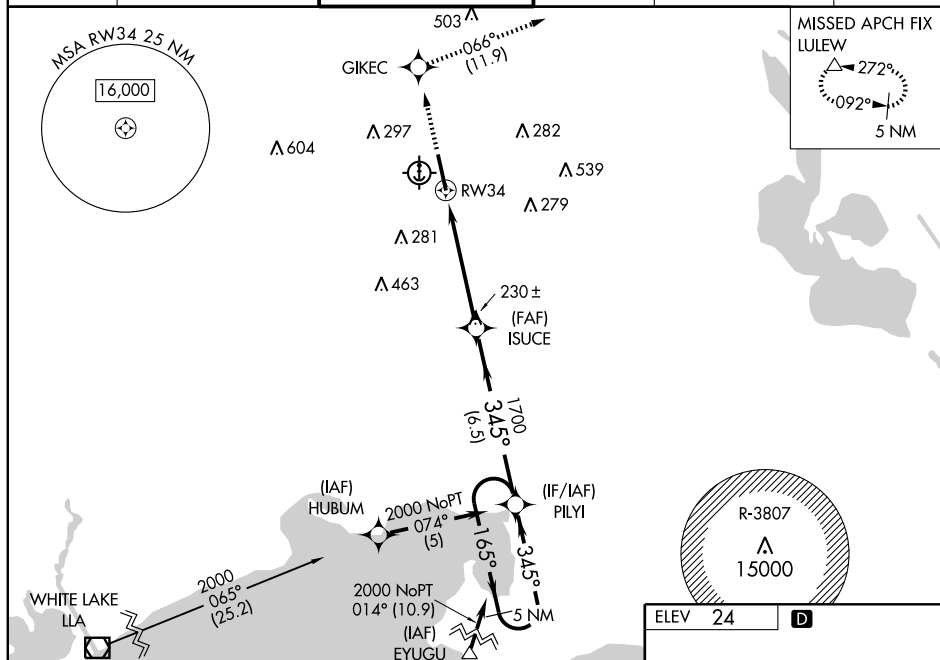
▽ DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to $\frac{3}{4}$, and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

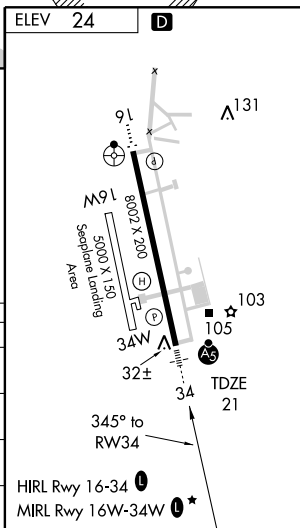


MISSED APPROACH:
Climb to 2000 direct
GIKEC and via 066°
track to LULEW
and hold.

ASOS 133.325	LAFAYETTE APP CON ★ 121.1 268.7	ACADIANA TOWER ★ 125.0 (CTAF) 0 A5 239.3	GND CON 121.7	CLNC DEL 121.7 122.7 0 ★	UNICOM 122.95
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2000	GIKEC	066°	LULEW	5 NM
↑	✧	TRK	△	Holding Pattern
<p>* 0.9 NM to RW34</p> <p>ISUCE</p> <p>345°</p> <p>1700</p> <p>* LNAV only</p> <p>0.9</p> <p>4.1 NM</p> <p>6.5 NM</p> <p>165°</p> <p>2000</p> <p>GS 3.00°</p> <p>TCH 52</p>				
CATEGORY	A	B	C	D
LPV DA	271- $\frac{1}{2}$ 250 (300- $\frac{1}{2}$)			
LNAV/VNAV DA	310- $\frac{1}{2}$	289 (300- $\frac{1}{2}$)	310- $\frac{3}{4}$ 289 (300- $\frac{3}{4}$)	
LNAV MDA	360- $\frac{1}{2}$	339 (400- $\frac{1}{2}$)	360-1 339 (400-1)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$)	580-2 556 (600-2)



VORTAC LFT 109.8 Chan 35	APP CRS 328°	Rwy Idg 8002 TDZE 21 Apt Elev 24
--	------------------------	---

VOR/DME RWY 34
NEW IBERIA/ACADIANA RGNL (ARA)

A When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

MALSR



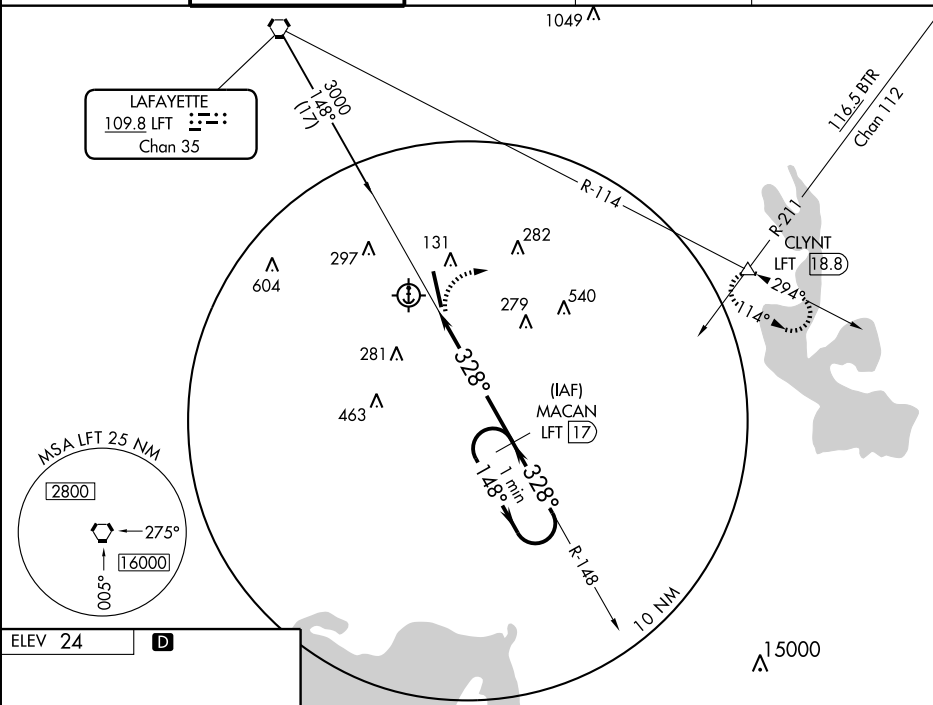
MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★
121.1 268.7

ACADIANA TOWER★
125.0 (CTAF)   239.3

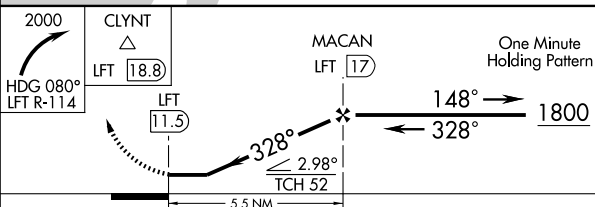
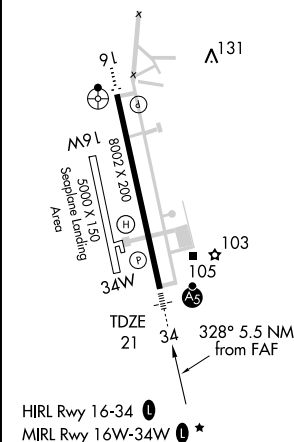
GND CON
121.7

CLNC DEL
121.7 122.7 0★

UNICOM
122.95

ELEV 24

D



CATEGORY	A	B	C	D
S-34	500-½	479 (500-½)	500-¾ 479 (500-¾)	500-1½ 479 (500-1½)
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-34	520-¾	499 (500-¾)		520-1½ 499 (500-1½)
CIRCLING	520-1	496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

NEW IBERIA, LOUISIANA
Amdt 1C 08325

NEW IBERIA/ACADIANA RGNL (ARA)
VOR/DME RWY 34

30° 02' N-91° 53' W

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VOR or TACAN RWY 16

NEW IBERIA/ACADIANA RGNL (ARA)

VORTAC LFT	APP CRS	Rwy Idg	8002
Chan 35	145°	TDZE	24
		Apt Elev	24

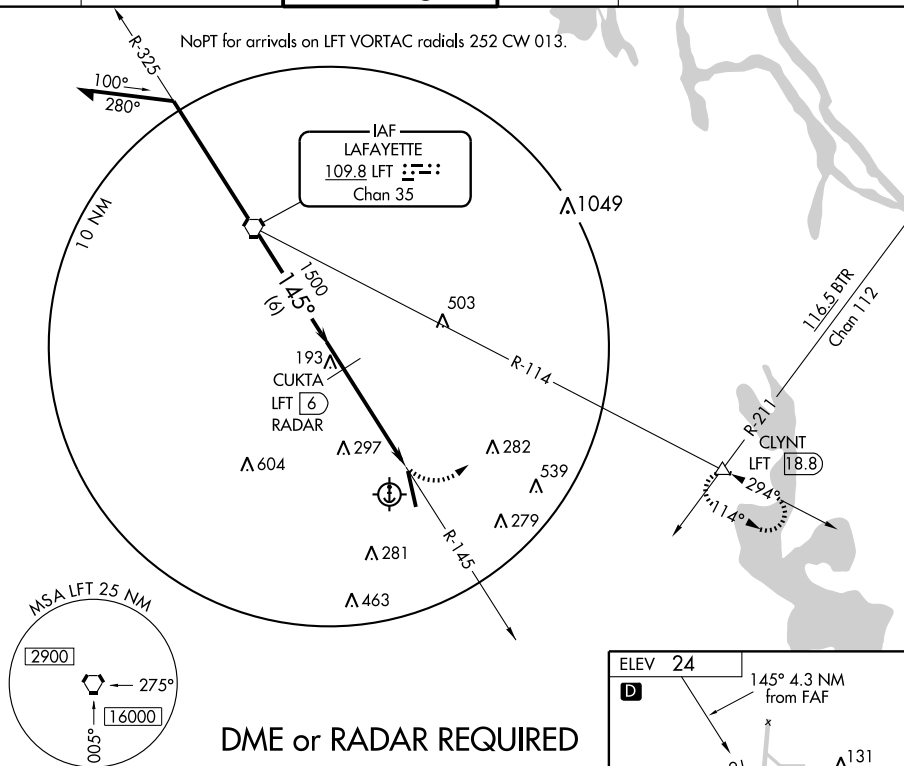
▼ Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ½ mile. Inoperative table does not apply.



MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

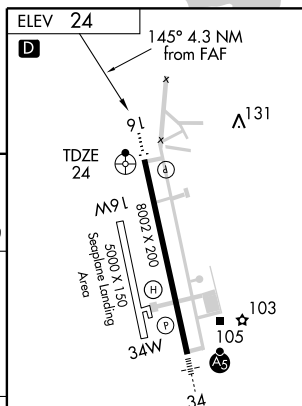
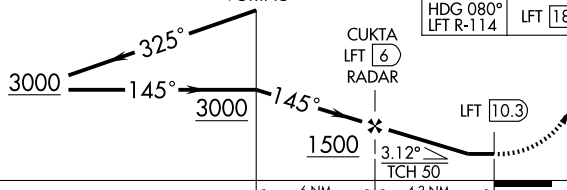
ASOS	LAFAYETTE APP CON *	ACADIANA TOWER *	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) 1 239.3	121.7	121.7 122.7 1 *	122.95

NoPT for arrivals on LFT VORTAC radials 252 CW 013.



Remain within 15 NM

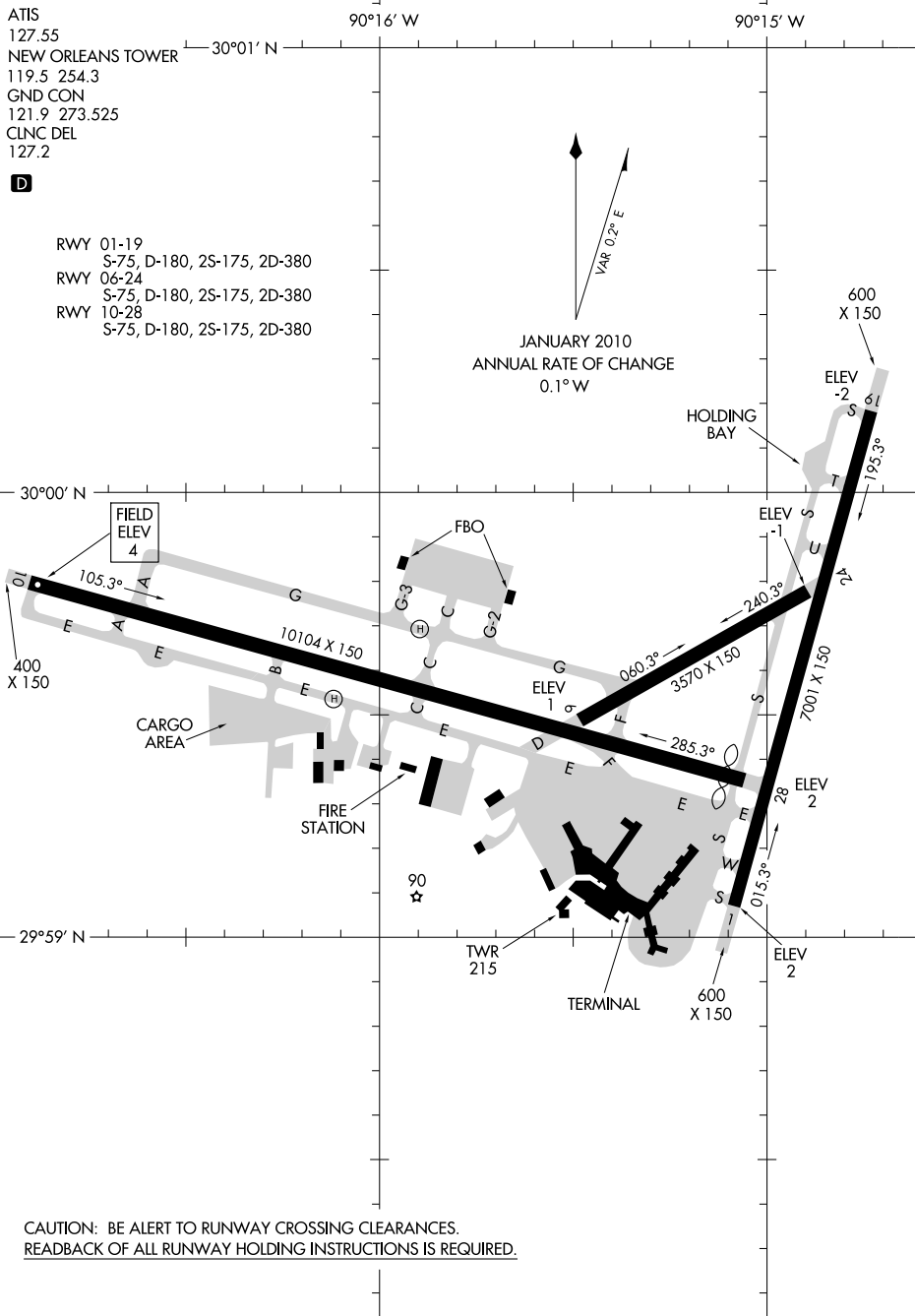
VORTAC



CATEGORY	A	B	C	D	E
S-16	440-1	416 (500-1)	440-1 ¼ 416 (500-1 ¼)	440-1 ½ 416 (500-1 ½)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1 ½ 456 (500-1 ½)	580-2 556 (600-2)	840-3 816 (900-3)

HIRL Rwy 16-34 L					
MIRL Rwy 16W-34W L ★					
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY) 10 W UTC-6(-5DT) N29°59.60' W90°15.48' **NEW ORLEANS**
 4 B FUEL 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE MSY H-7E, L-21B, 22F, GOMC IAP, AD
RWY 10-28: H10104X150 (CONC-GRVD) S-75, D-180, 2S-175, 2D-380 HIRL CL
RWY 10: ALSF2. TDZL. PAPI(P4R)—GA 2.8° TCH 53'.
RWY 28: MALSR. PAPI(P4R)—GA 3.0° TCH 55'. Thld dspcd 304'. Tree.
RWY 01-19: H7001X150 (CONC-GRVD) S-75, D-180, 2S-175, 2D-380 HIRL CL
RWY 01: LDIN. PAPI(P4L)—GA 3.0° TCH 52'. Road.
RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Road.
RWY 06-24: H3570X150 (ASPH) S-75, D-180, 2S-175, 2D-380 HIRL
RWY 06: Pole. **RWY 24:** Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA-7001 TODA-7001 ASDA-7001 LDA-7001
RWY 06: TORA-3570 TODA-3570 ASDA-3570 LDA-3570
RWY 10: TORA-10104 TODA-10104 ASDA-10104 LDA-10104
RWY 19: TORA-7001 TODA-7001 ASDA-7001 LDA-7001
RWY 24: TORA-3570 TODA-3570 ASDA-3570 LDA-3570
RWY 28: TORA-10104 TODA-10104 ASDA-10104 LDA-9800
AIRPORT REMARKS: Attended continuously. Rwy 06-24 CLOSED to taks and lds indef. Flocks of birds on and in/ov arpt. 180 degree and locked wheel turns prohibited on ASPH surface aircraft 12,500 pounds and over. Rwy 01 and Rwy 19 runway visual range touchdown and rollout avbl. Rwy 10 and Rwy 28 runway visual range apch midpoint and rollout avbl. Rwy 10 noise sensitive for dep, avbl for operational necessity. All rws noise sensitive for arrival. Arriving turbojets must make 5 mile final approach to minimize noise. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities and U.S. Special Customs Requirement.
WEATHER DATA SOURCES: ASOS (504) 461-5345. LLWAS.
COMMUNICATIONS: D-ATIS 127.55 (504) 471-4417 **UNICOM** 122.95
NEW ORLEANS APP/DEP CON 133.15 (N and E) 123.85 (SE and S) 125.5 (W)
TOWER 119.5 **GND CON** 121.9 **CLNC DEL** 127.2 **PRE TAXI CLNC** 127.2
AIRSPACE: CLASS B: See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSY.
RESERVE (L) VOR/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' 106° 18.1 NM to fld. 5/2E.
KINTE NDB (HW/LOM) 338 MS N30°01.51' W90°23.99' 102° 7.6 NM to fld.
ILS 109.9 I-MSY Chan 36 Rwy 10. Class IIIIE. LOM KINTE NDB.
ILS/DME 111.7 I-JFI Chan 54 Rwy 01. Class IB.
ILS/DME 111.7 I-ONW Chan 54 Rwy 19. LOC only.
ILS/DME 109.9 I-HOX Chan 36 Rwy 28. Class IT.
ASR

NEW ORLEANS DOWNTOWN HELIPORT (7N0) 0 N UTC-6(-5DT) N29°57.16' W90°04.96' **NEW ORLEANS**

30 FUEL JET A NOTAM FILE DRI

HELIPAD H1: H80X80 (CONC)

HELIPORT REMARKS: Attended continuously. Helipad H1 200' lgtd twr 1000' south southwest, 500' buildings 700' east northeast, 350' building 375' southeast, and 1100' south of helipad. Helipad H1 PVASI with a 8.5° glide angle. Helipad H1 ingress 210° for west apch, 070° for east apch. Helipad H1 rooftop of parking garage. Landing fee. Landing fee waived with fuel purchase. ACTIVATE PVASI Helipad H1—CTAF.

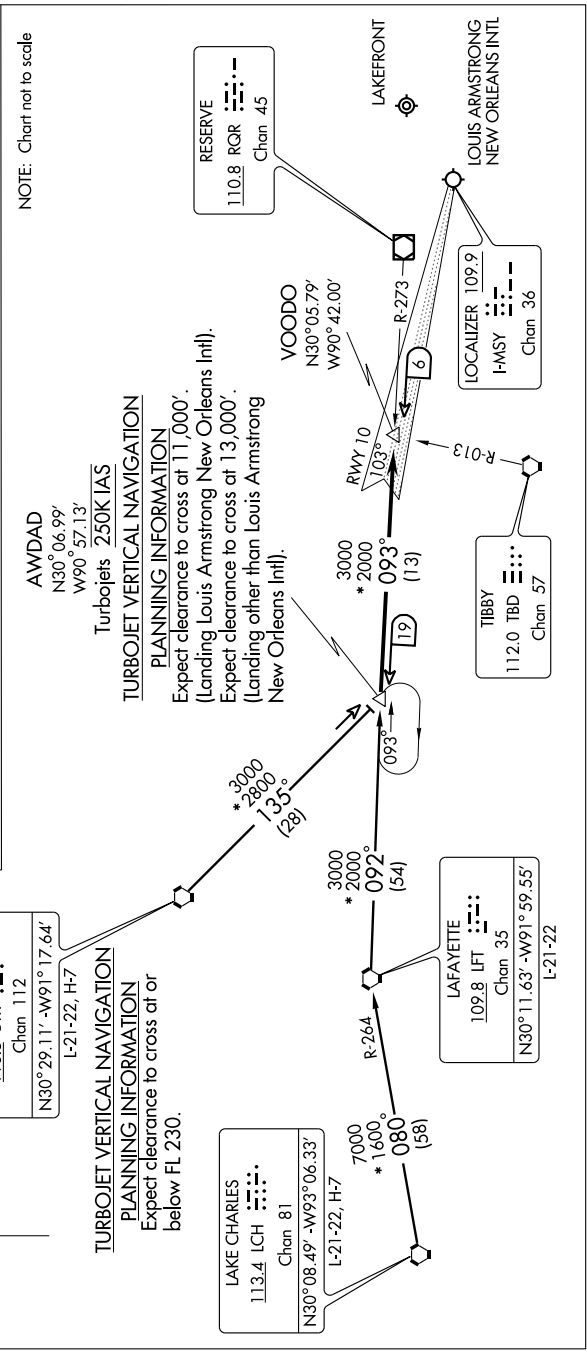
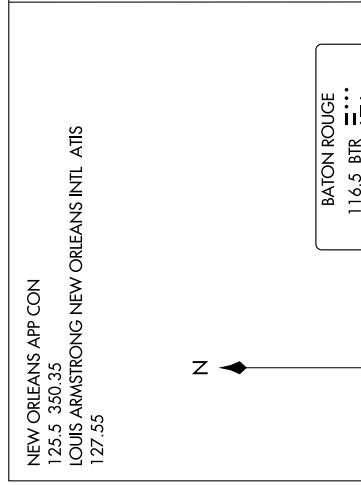
WEATHER DATA SOURCES: AWOS-3 133.1 (504) 525-1711.

COMMUNICATIONS: CTAF/UNICOM 123.05

AWDAD SIX ARRIVAL

AWDAD SIX ARRIVAL

BATON ROUGE TRANSITION (BTR:AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT:AWDAD6): From over LFT VORTAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH:AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
from over AWDAD INT via RQR R-273 to VOODOO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.



LOC/DME I-JFI
Chan **54**

APP CRS
013°

Rwy Idg
TDZE
Apt Elev

7001
3
4

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ILS or LOC RWY 1



ASR

Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

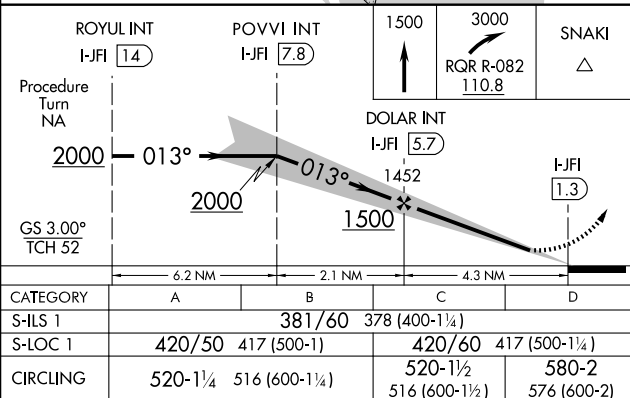
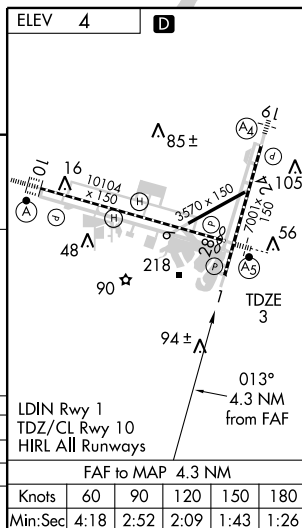
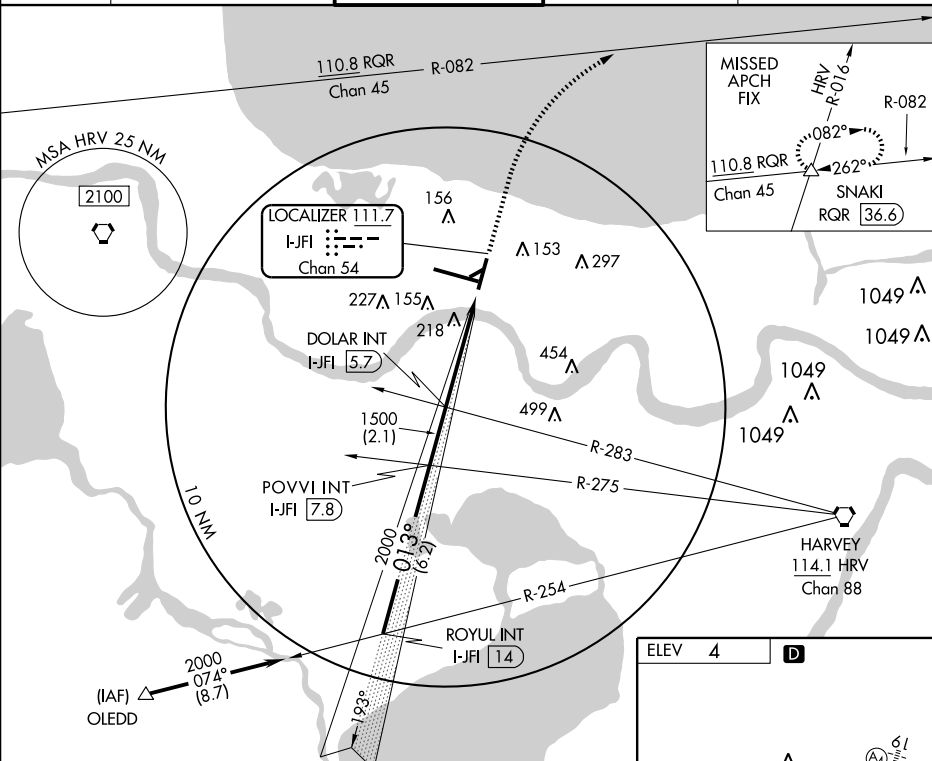
ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
127.2



ILS or LOC RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

LOC I-MSY **109.9**
Chan **36**

APP CRS **103°**

Rwy Idg **10104**
TDZE **4**
Apt Elev **4**

▼ # 49 MSL pole located 793 feet right of Rwy 10 centerline.



MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

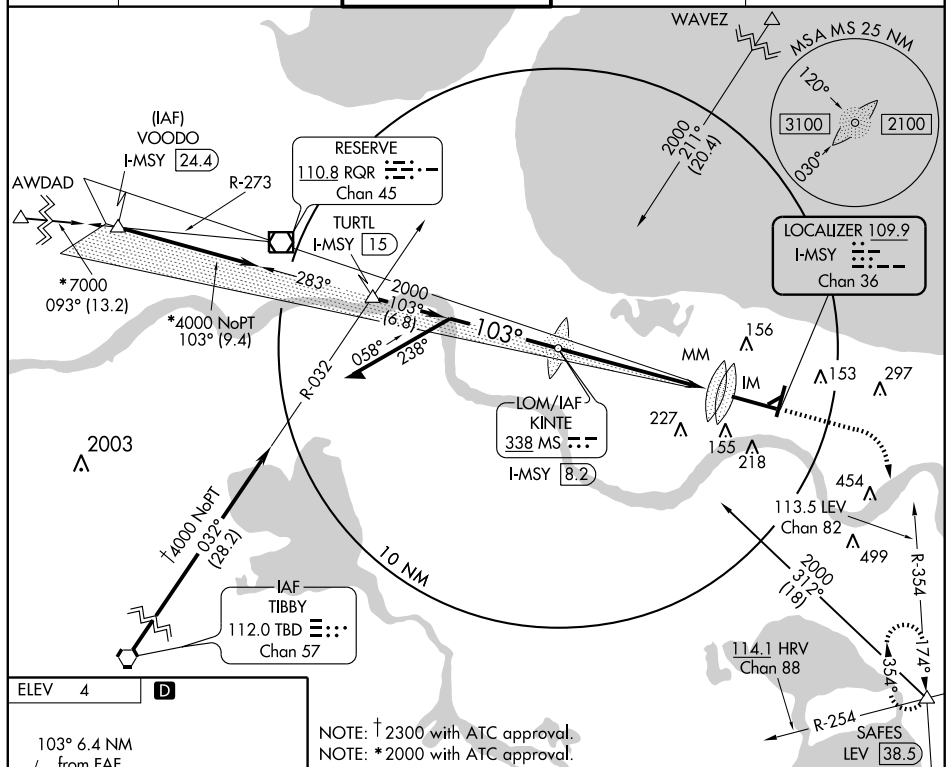
ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

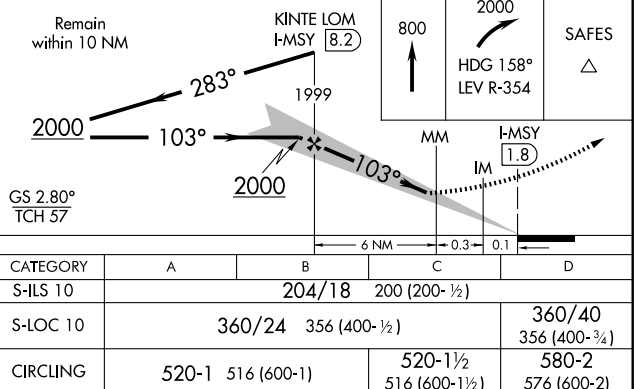
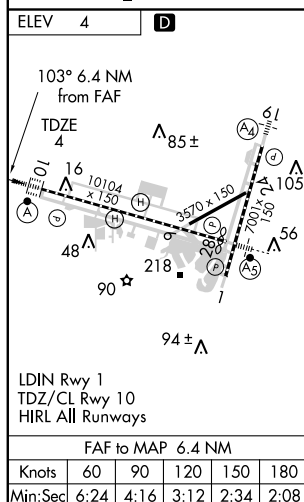
NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
127.2



NOTE: † 2300 with ATC approval.
NOTE: * 2000 with ATC approval.



LOC I-MSY 109.9 Chn 36	APP CRS 103°	Rwy Idg 10104 TDZE 4 Apt Elev 4
--	------------------------	--

ILS RWY 10 (CAT II)
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

T #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000
via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

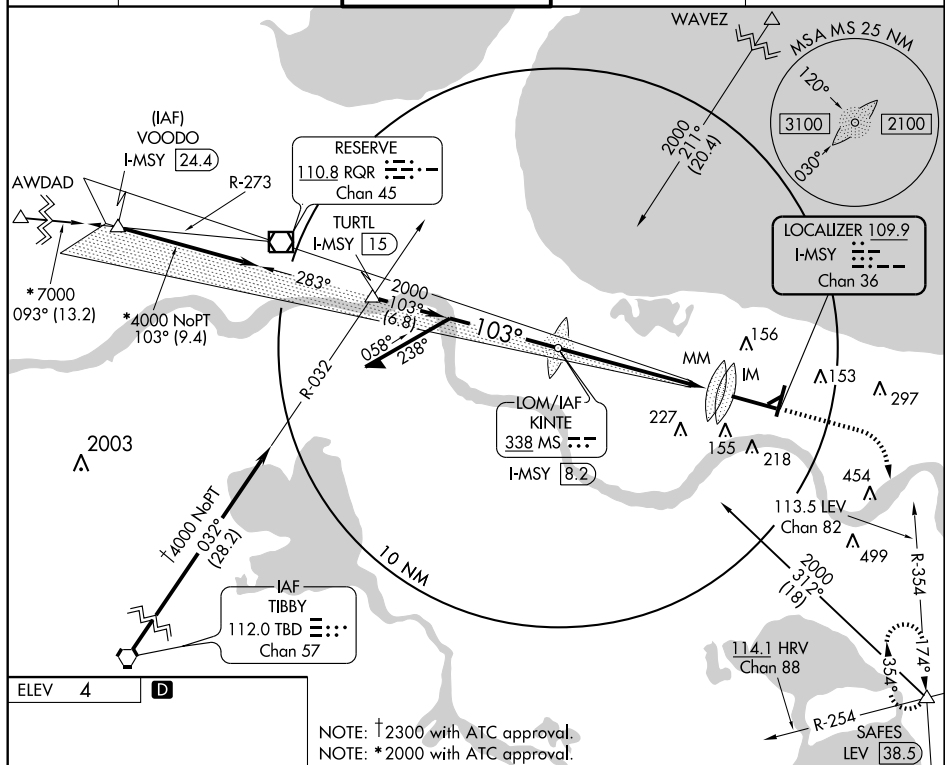
ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

NEW ORLEANS TOWER
119.5 254.3

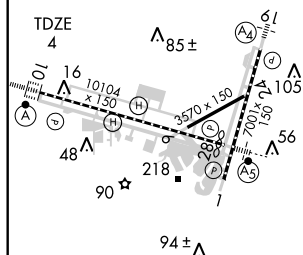
GND CON
121.9 273.525

CLNC DEL
127.2

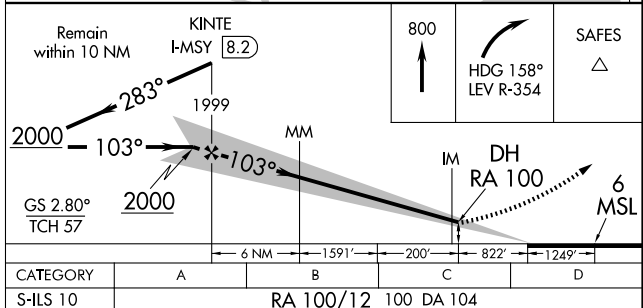


ELEV 4

D



NOTE: † 2300 with ATC approval.
NOTE: * 2000 with ATC approval.



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NEW ORLEANS, LOUISIANA
Amdt 2B 10154

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°15'W **ILS RWY 10** (CAT II)

ILS RWY 10 (CAT II)

LOC I-MSY 109.9 Chan 36	APP CRS 103°	Rwy Idg 10104 TDZE Apt Elev 4
---	------------------------	---

ILS RWY 10 (CAT III)

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▼ #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALS F2



MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

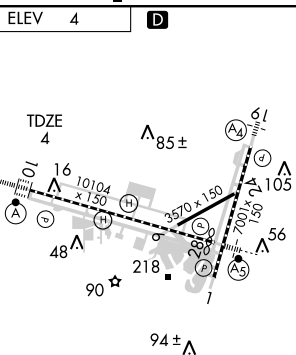
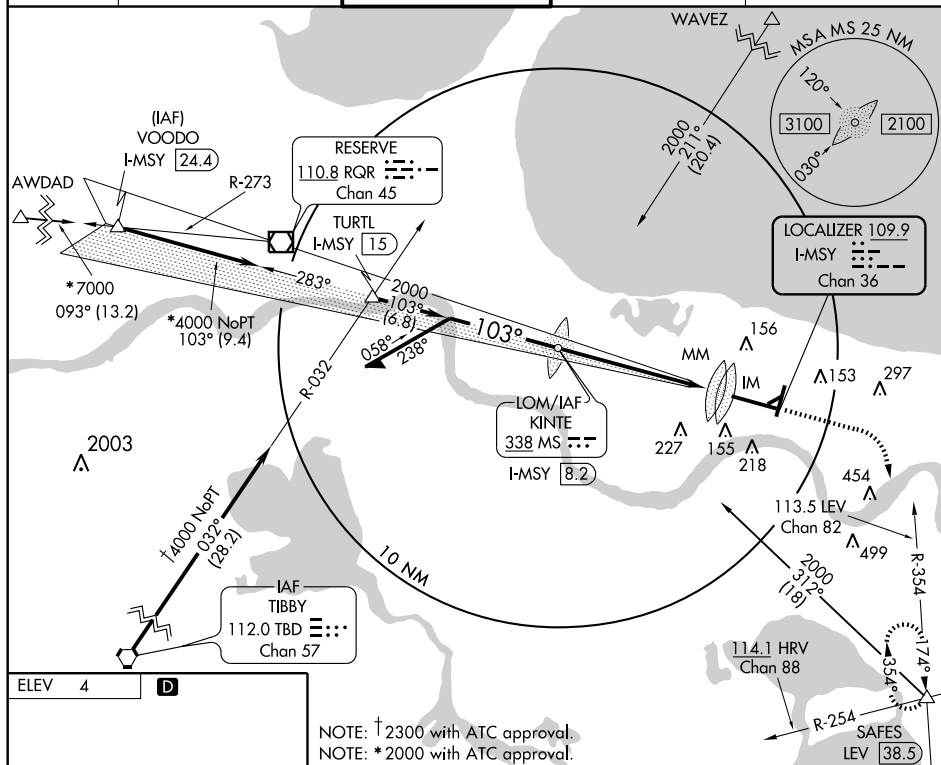
ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

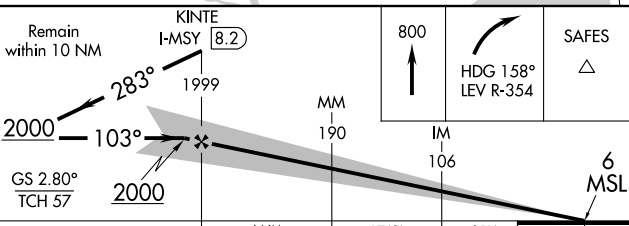
NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
127.2



NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.



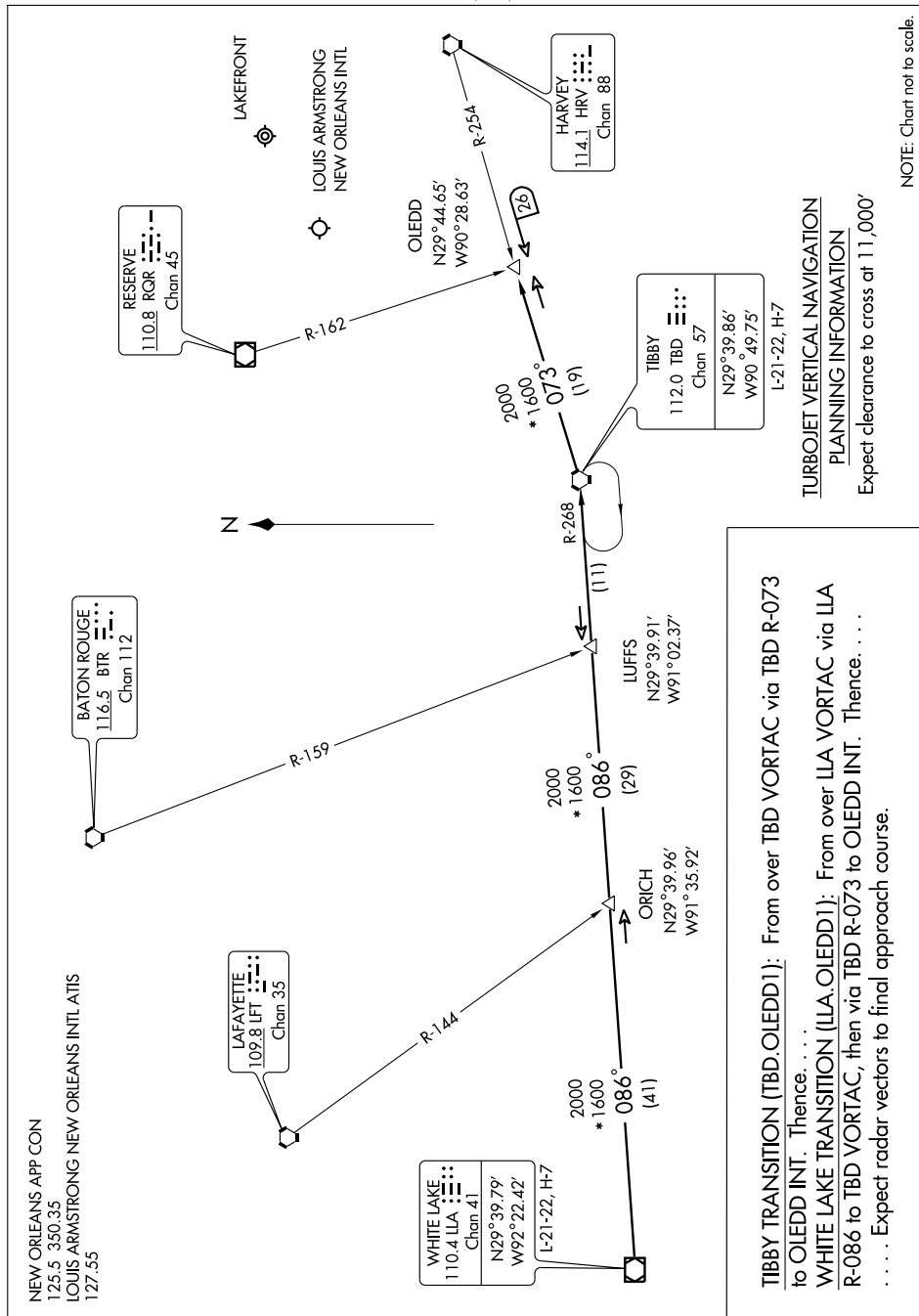
CATEGORY	A	B	C	D
S-ILS 10			CAT IIIa RVR 07	
S-ILS 10			CAT IIIb RVR 06	
S-ILS 10			CAT IIIc NA	

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

OLEDD ONE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

OLEDD ONE ARRIVAL

NEW ORLEANS, LOUISIANA

APP CRS 013°	Rwy Idg 7001
	TDZE 3
	Apt Elev 4

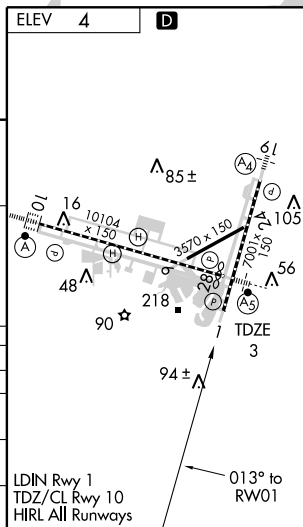
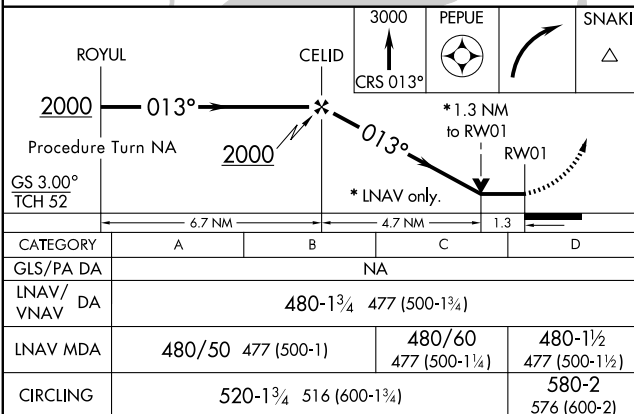
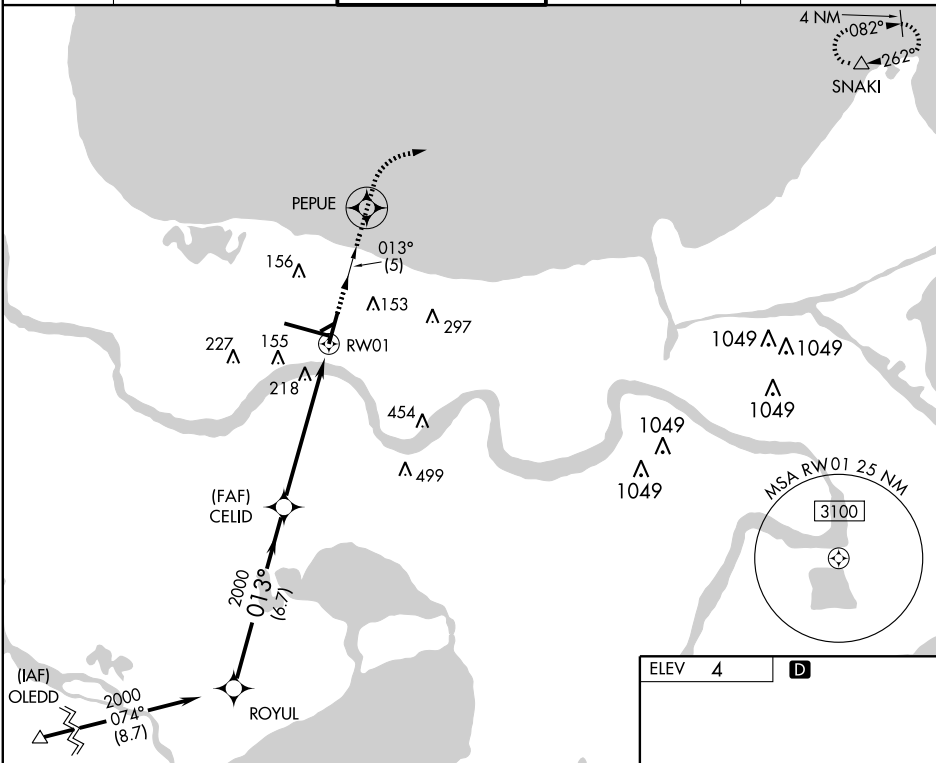
RNAV (GPS) RWY 1

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NA
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
BARO/VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

ATIS 127.55	NEW ORLEANS APP CON 123.85 256.9	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2
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NEW ORLEANS, LOUISIANA

Orig 09351

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

30°00'N-90°15'W

RNAV (GPS) RWY 1

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 61319 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev	10104 4 4
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RNAV (GPS) Y RWY 10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)



For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 192° to SAFES and hold.

ATIS
127.55

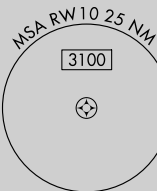
NEW ORLEANS APP CON
123.85 256.9

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
127.2

Procedure NA for arrivals on RQR VOR/DME
airway radials 055 CW 082.



(IAF)
RESERVE
RQR



2000
119°
(3.8)

(IF)
FIGUR

2000
103°
(7.2)

(FAF)
KUSTE

2000
013°
(5)

(IAF)
IDOJU

WEKTA
1.3 NM to
RW10

65±

66±

156

153

297

227

155

218

454

499

ZUBEL

738

192°

SAFES

354°

174°

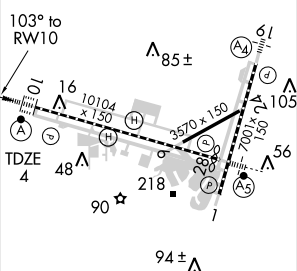
4 NM

2000
036°
(23.6)

TIBBY
TBD

Procedure NA for arrivals at
TBD VORTAC on V198-552
Westbound.

ELEV 4



Procedure

Turn

NA

FIGUR

2000

103°

2000

GS 3.00°

TCH 55

7.2 NM

4.7 NM

1.3 NM

KUSTE

2000

103°

2000

WEKTA

1.3 NM to

RW10

*460

RW10

* LNAV only

2000



ZUBEL

tr

192°

SAFES

△

CATEGORY

A

B

C

D

LPV DA

204/24

200

(200-½)

LNAV/

DA

402/40

398

(400-¾)

LNAV MDA

380/24

376

(400-½)

380/50

376

(400-1)

CIRCLING

520-1

516

(600-1)

520-1½

516

(600-1½)

580-2

576

(600-2)

WAAS CH 40007 W19A	APP CRS 194°	Rwy Idg 7001 TDZE 0 Apt Elev 4
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RNAV (GPS) Y RWY 19

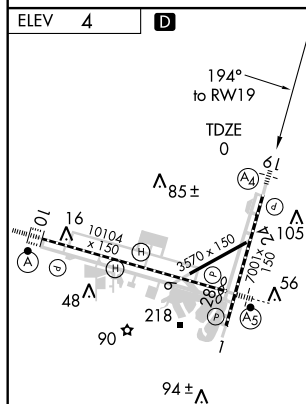
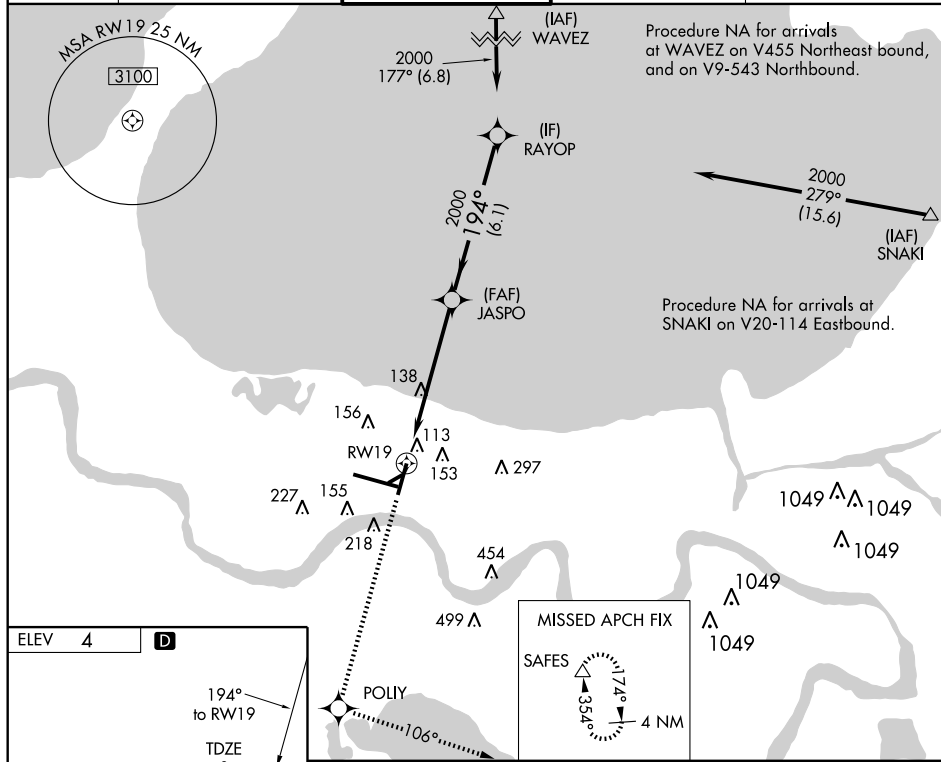
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▼ Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000
 direct POLIY and on track 106° to
 SAFES and hold.

ATIS 127.55	NEW ORLEANS APP CON 123.85 256.9	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2
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LDIN Rwy 1
 TDZ/CL Rwy 10
 HIRL All Runways

2000	POLIY	tr 106°	SAFES	JASPO	RAYOP	Procedure Turn NA
* LNAV only.	* 1.2 NM to RWY 19					
	1.2 NM	4.8 NM	6.1 NM			
CATEGORY	A	B	C	D		
LPV DA		250/40	250 (300-¾)			
LNAV/VNAV DA		413-1½	413 (500-1½)			
LNAV MDA	440/40	440 (500-¾)	440/60 440 (500-1½)	440-1½ 440 (500-1½)		
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)		

NEW ORLEANS, LOUISIANA
 Amdt 2 23SEP10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
 30°00'N-90°15'W

RNAV (GPS) Y RWY 19

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

WAAS CH 49006 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	9800 3 4
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RNAV (GPS) Y RWY 28

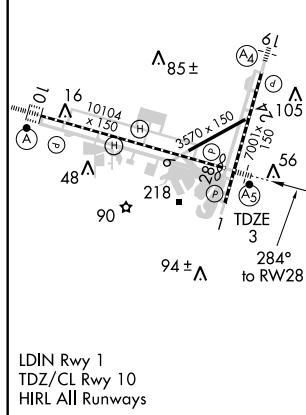
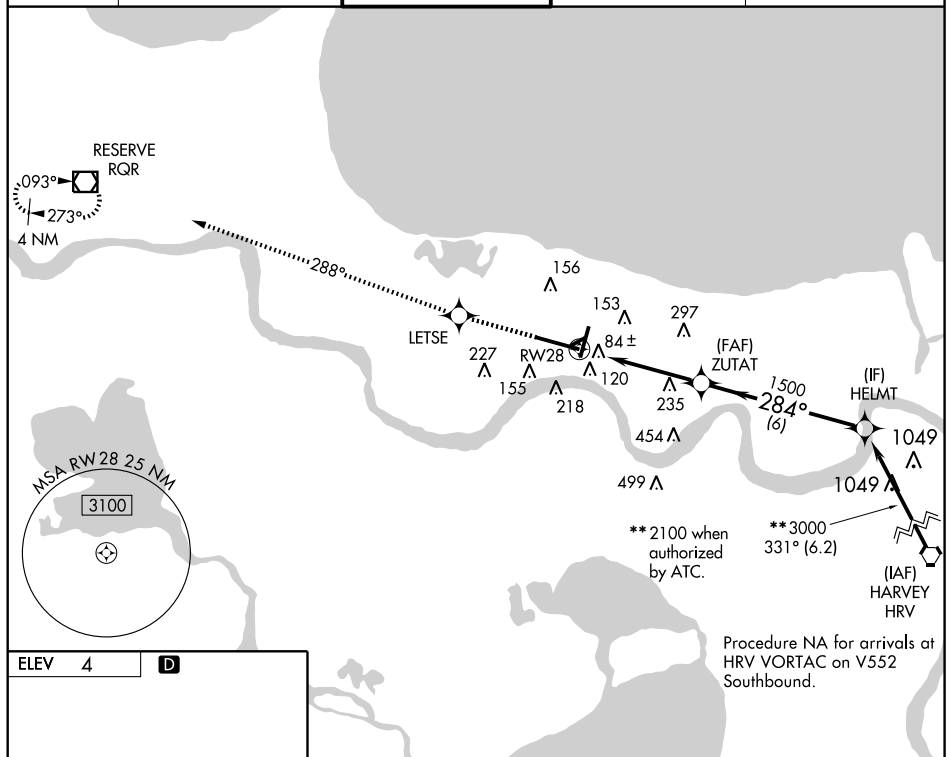
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct LETSE and on track 288° to RQR VOR/DME and hold.

ATIS 127.55	NEW ORLEANS APP CON 123.85 256.9	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2
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CATEGORY	A	B	C	D
LPV DA	203/24	200 (200-½)		
LNAV/VNAV DA	438/50	435 (500-1)		
LNAV MDA	500/24	497 (500-½)	500/40 497 (500-¾)	500/50 497 (500-1)
CIRCLING	520-1	516 (600-1)	520-1½ 516 (600-1½)	580-2 576 (600-2)

APP CRS	Rwy Idg	10104
103°	TDZE	4
	Apt Elev	4

RNAV (RNP) Z RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 49°C (120°F). For inoperative ALSF-2, increase RNP 0.14 visibility all Cats to RVR 5000 and increase RNP 0.30 visibility all Cats to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 2000 on track 103° to ZUBEL and track 192° to SAFES and hold (maintain 225 KTS to ZUBEL).

ATIS
127.55

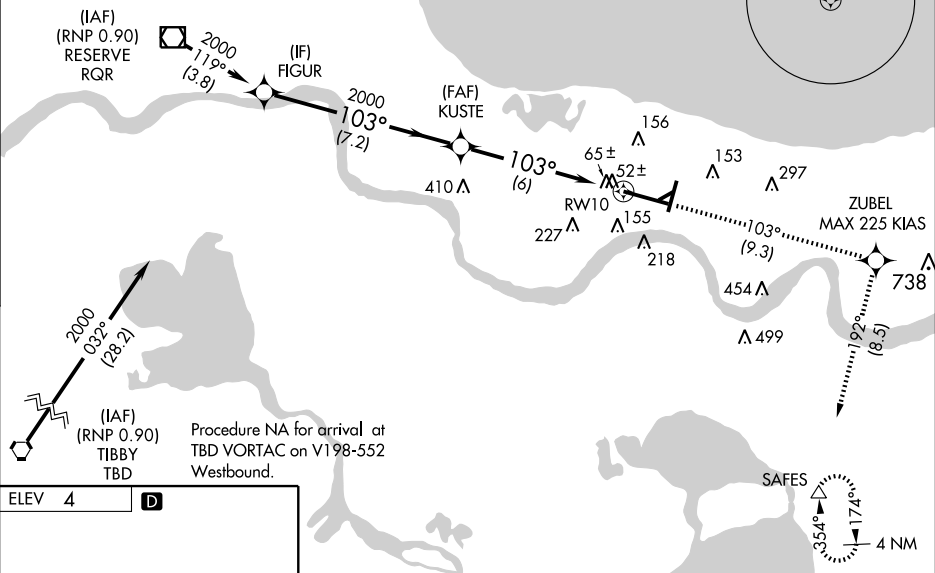
NEW ORLEANS APP CON
123.85 256.9

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
127.2

Procedure NA for arrival on RQR VOR/DME airway radials 055 CW 082.



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

NEW ORLEANS, LOUISIANA
Orig 23SEP10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°15'W

RNAV (RNP) Z RWY 10

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

CATEGORY	A	B	C	D
RNP 0.14 DA		291/24	287 (300-½)	
RNP 0.30 DA		344/40	340 (400-¾)	

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	7001
194°	TDZE	0
	Apt Elev	4

RNAV (RNP) Z RWY 19

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

T GPS Required. For uncompensated Baro-VNAV systems, procedure
ASR NA below -1°C (30°F) or above 49°C (120°F). For inoperative
MAIS, increase RNP 0.26 and RNP 0.30 visibility all Cats to 1½.

MALS

$$\textcircled{A_4} - \text{三三三}$$

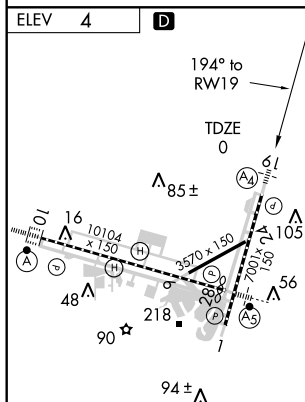
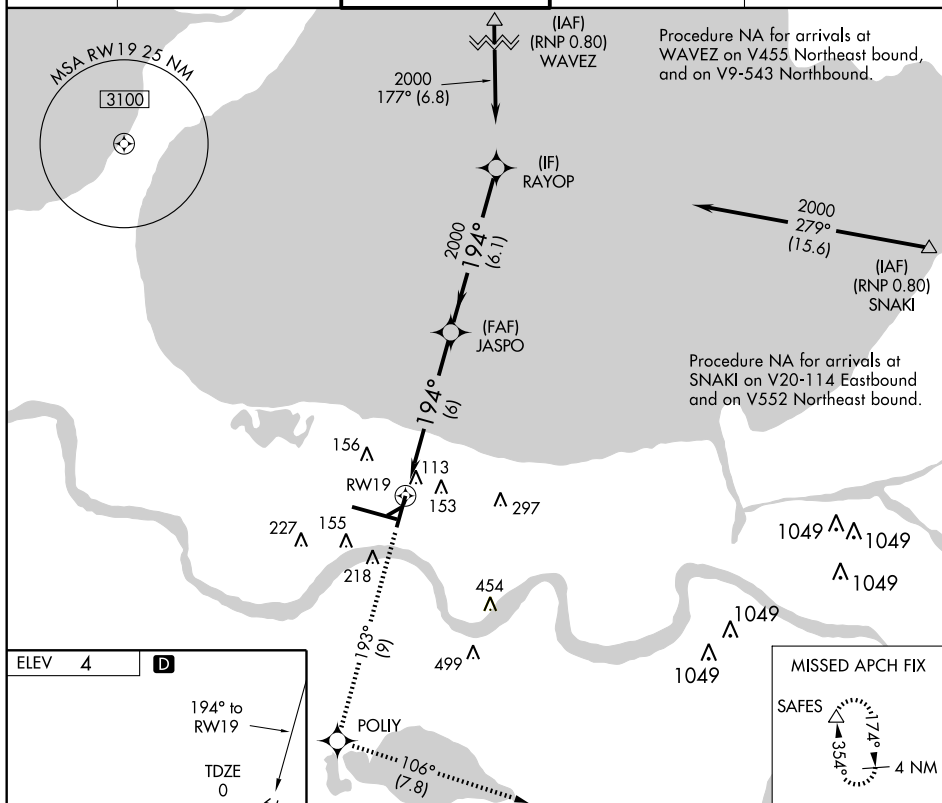
MISSED APPROACH: Climb to 2000 on track 193° to POLY and track 106° to SAFES and hold.

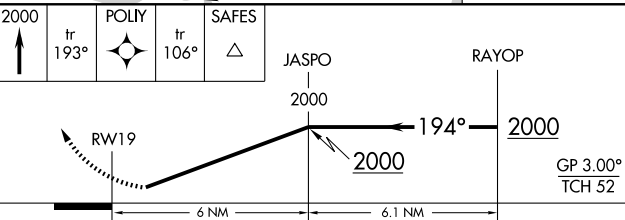
ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

NEW ORLEANS TOWER
119.5 254.3

GND CON
21.9 273.525

CLNC DEL
127.2

2000 ↑	tr 193°	POLY ✦	tr 106°	SAFES △				
CATEGORY	A	B		C		D		
RNP 0.26 DA	397/50		397 (400-1)					
RNP 0.30 DA	413/60		413 (500-1¼)					

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

NEW ORLEANS, LOUISIANA
Orig 23SEP10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°15'W DMIAY / (DMID) 3 DMIAY 10

RNAV (RNP) Z RWY 19

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

APP CRS 284°	Rwy Idg TDZE Apt Elev	9800 3 4
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RNAV (RNP) Z RWY 28

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

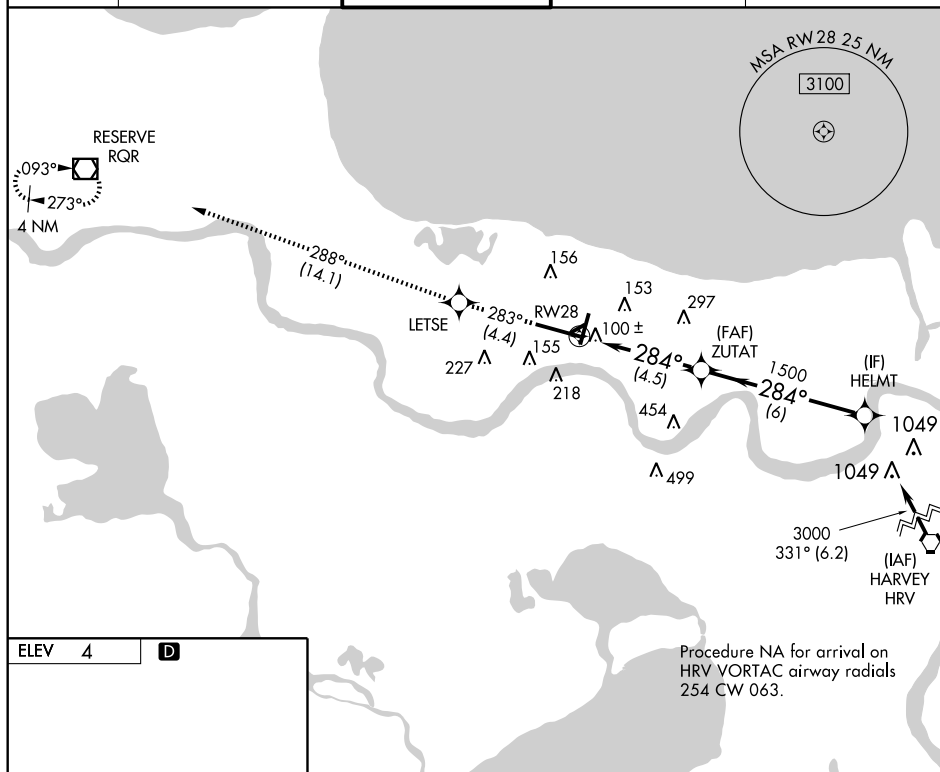
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 48°C (119°F). For inoperative MALSR, increase RNP 0.30 visibility all Cats to RVR 6000.

MALSR



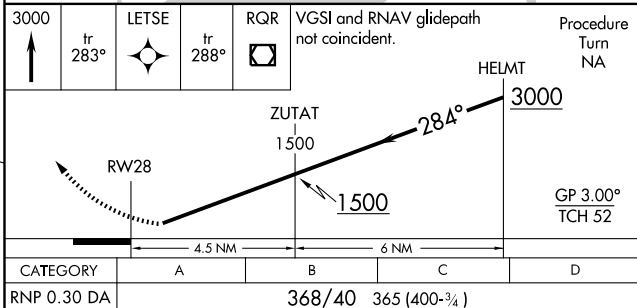
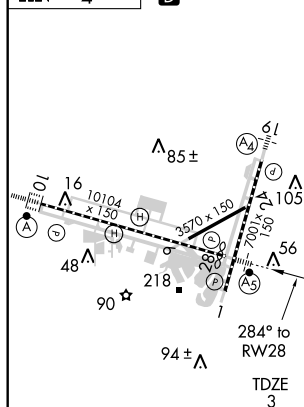
MISSED APPROACH: Climb to 3000 on track 283° to LETSE and on track 288° to RQR VOR/DME and hold.

ATIS 127.55	NEW ORLEANS APP CON 123.85 256.9	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2
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ELEV 4

D



**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON

133.15 290.3

125.5 350.35

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS

127.55

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09' -W91°17.98'
L-22, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71' -W88°48.26'
L-18, H-6

McCOMB
116.7 MCB
Chan 114
N31°18.27' -W90°15.49'
L-21-22, H-6

EATON
110.6 LBY
Chan 43
N31°25.12' -W89°20.26'
L-22

PICAYUNE
112.2 PCU
Chan 59

ZYDCO
N30°53.26' -W90°13.65'

FOILS
N30°41.26' -W90°12.77'

RYTHM
N30°32.41' -W90°12.13'

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

250K IAS Expect clearance
to cross at 11,000'.

RESERVE
110.8 RQR
Chan 45

LOCALIZER 111.7
I-ONW
Chan 54

LAKEFRONT

LOUIS ARMSTRONG
NEW ORLEANS INTL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RYTHM THREE ARRIVAL

(RYTHM.RYTHM3) 10210

NEW ORLEANS, LOUISIANA

SC-4, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VOR/DME RQR	APP CRS	Rwy Idg	10104
<u>110.8</u>	107°	TDZE	4
Chan 45		Apt Elev	4

VOR/DME RWY 10
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR

ALSF-2

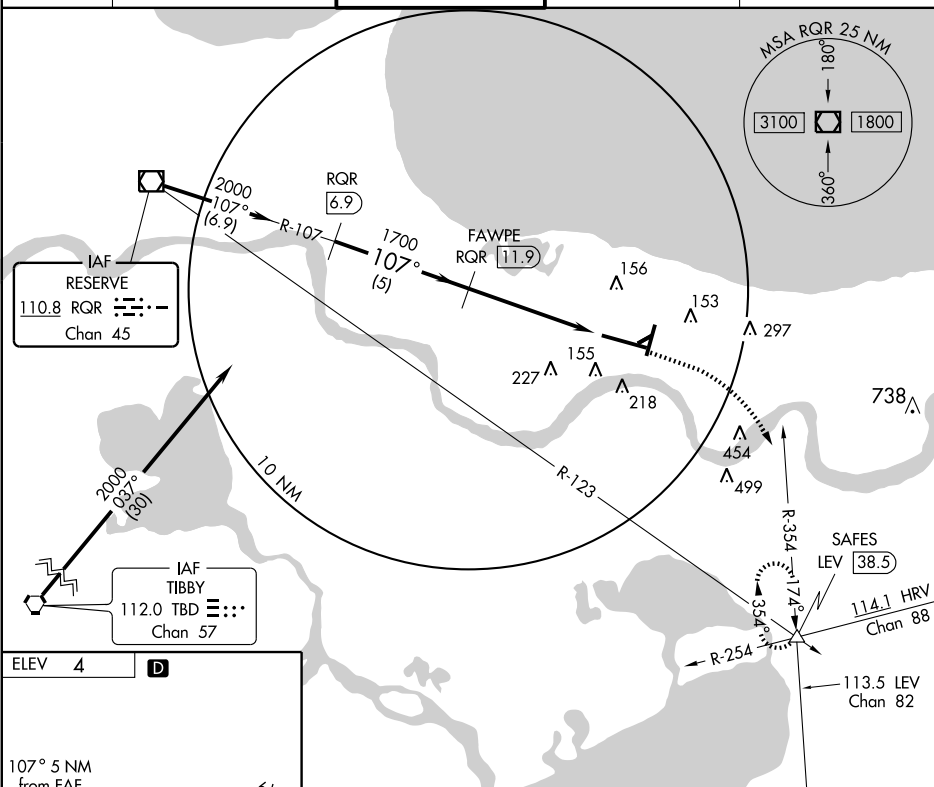
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

ATIS
127.55

NEW ORLEANS APP CON
123.85 256.9

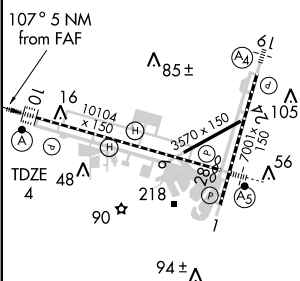
NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

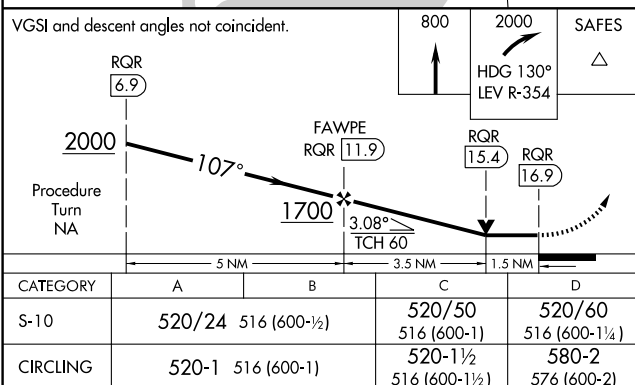
CLNC DEL
127.2

ELEV 4

D



VGS| and descent angles not coincident.



NEW ORLEANS, LOUISIANA
Orig-B 10154

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00' N-90°15' W VOR/DME RMY 10

VOR/DME RWY 10

SC-4. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AFD-630 [USN]

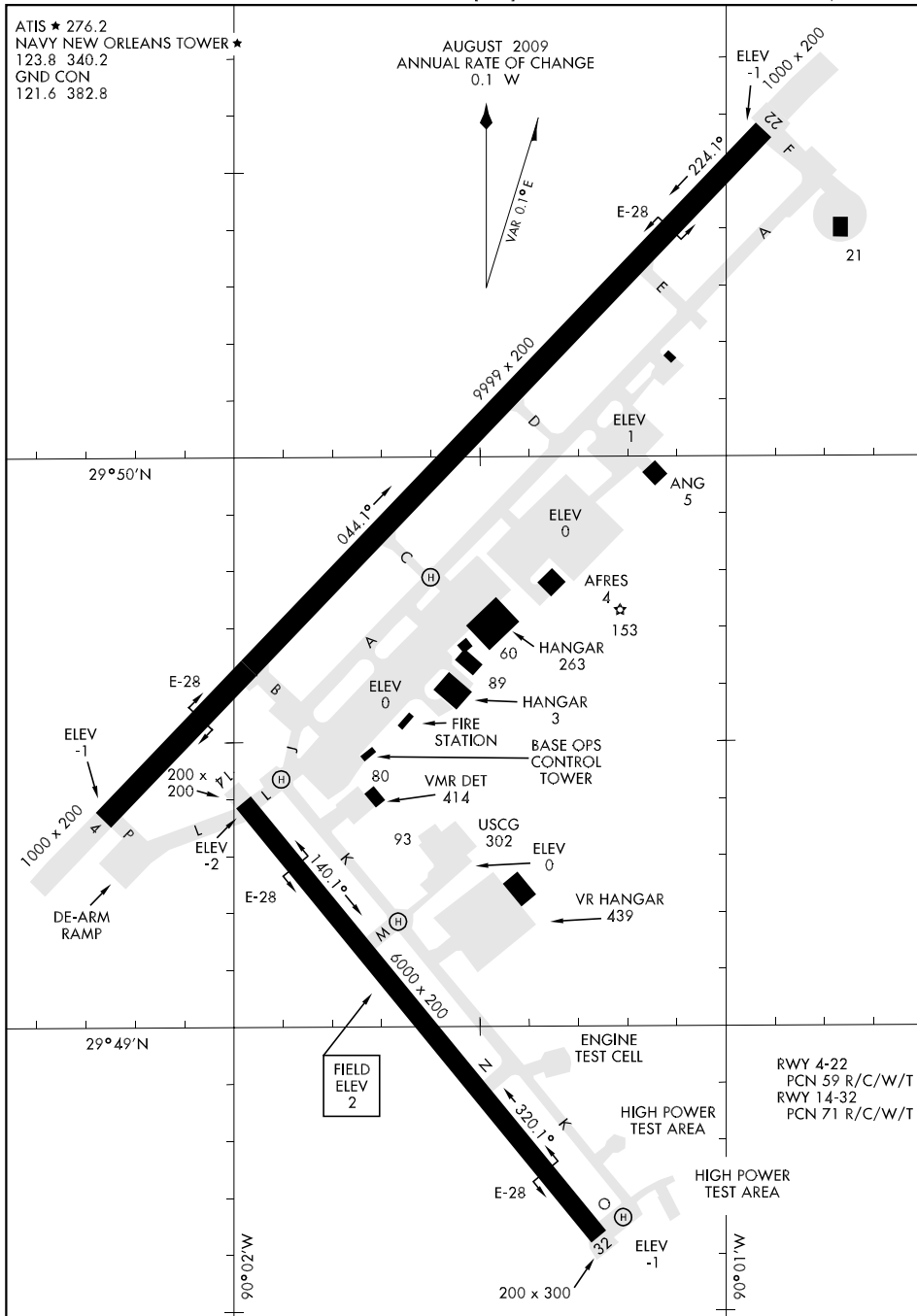
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUISIANA

ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8

AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W



SC-4, 23 SEP 2010 to 21 OCT 2010



SC-4, 23 SEP 2010 to 21 OCT 2010

NEW ORLEANS NAS RB (ALVIN CALLENDER FLD) (NBG)(KNBG) NAS (ANG CG) 3 S

NEW ORLEANS

UTC-6(-5DT) N29°49.63' W90°01.60'

H-7E, 8F, L-21B, 22F, GOMC

2 B TPA—See Remarks NOTAM FILE MSY Not insp.

DIAP, AD

RWY 04-22: H10000X200 (PEM) PCN 59 R/C/W/T HIRL

RWY 04: ALSF1. PAPI(P4L). OLS. WAVE-OFF.

RWY 22: SALS. PAPI(P4L). OLS. WAVE-OFF. Rgt t/c.

RWY 14-32: H6000X200 (PEM) PCN 71 R/C/W/T MIRL

RWY 32: OLS.

ARRESTING GEAR/SYSTEMS

RWY 04 HOOK E28(B) (1500')

HOOK E-28(B) (1500') RWY 22

RWY 14 HOOK E-28(B) (1025')

HOOK E-28(B) (1025') RWY 32

MILITARY SERVICE: LGT OLS Rwy 04-22 and Rwy 14-32 OTS indef. **A-Gear** Maintained in raised position and inbattery at all times, do not land direct on A-Gear. **JASU** 4 (NC-10C) 4 (A/M 47A-4) Limited DC power. **FUEL**

J8. Opr 1330-0430Z†. Fuel delays Fri-Sun. Tran acft expect some delay for svc outside normal working hr.

FLUID PRESAIR LHOX LOX **OIL** O-128-156**MILITARY REMARKS:** Opr 1300-0500Z†. See FLIP AP/1 Supplementary Arpt info. **RSTD** PPR all acft DSN 678-3602/3C504-678-3602/3. **CAUTION** Numerous civilian acft opr to/from canals vicinity afld. Bird hazard. **TFC PAT**

TPA—Overhead break altitude 1499(1497). Pattern altitude 999(997). Reduced rwy separation in effect for all

local based tactical acft; 3000' between similar acft; 6000' between dissimilar acft. Tran acft may utilize

reduced rwy separation only after being briefed. **CSTMS/AG/IMG** CSTMS avbl 2 hr prior notice. Ctc CustomsC504-269-6149, FTS 269-6149 for appointment. **MISC** Limited classified material storage. Ctc Base OPS DSN678-3100, C504-678-3100 or fax DSN 678-9575, C504-678-9575. **CG** Opr rstd 0500-1300Z† to CG.

C504-393-6032.

COMMUNICATIONS: ATIS 276.2**(R)** APP/DEP CON 123.85 256.9

NAVY NEW ORLEANS TOWER 123.8 340.2 360.2 (1300-0500Z†)

NAVY NEW ORLEANS GND CON 121.6 382.8

PMSY METRO 265.8 (Opr 1200-0000Z†) **BASE OPS** 379.15**CG** 345.0X 5696X 8984 (ctc New Orleans air)**AIRSPACE:** CLASS D svc 1300-0500Z†.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 220° 1.8 NM to fld. 0/2E.

ILS 109.5 I-NBG Rwy 04. No NOTAM MP Mon 1300-1800Z†.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.**NEW ROADS****FALSE RIVER RGNL** (HZR) 2 NW UTC-6(-5DT) N30°43.10' W91°28.72'

HOUSTON

40 B **FUEL** 100LL TPA-873(834) NOTAM FILE DRI

H-7D, L-21B, 22F

RWY 18-36: H5003X75 (ASPH) S-14 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Trees.

RWY 36: ODALS. PAPI(P2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 225-638-8930 or 225-978-8367. Self-service fuel

avbl 24 hrs. MIRL Rwy 18-36, REIL Rwy 18 and ODALS Rwy 36

preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**(R)** BATON ROUGE APP/DEP CON 120.3 (1100-0600Z†)**(R)** HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z†)

GCO 135.075 (DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTR.

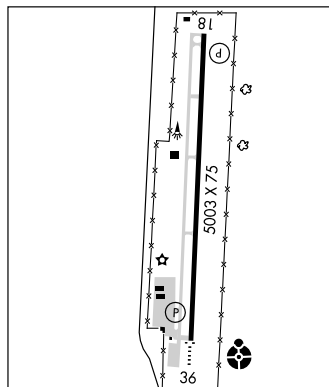
BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 320° 16.9 NM to fld. 20/6E.

NEW ROADS NDB (MHW) 356 FWX N30°37.99' W91°29.36'

002° 5.1 NM to fld. NOTAM FILE DRI.

ILS 111.9 I-HZR Rwy 36. LOC only.

**NEW ROADS** N30°37.99' W91°29.36'

HOUSTON

NDB (MHW) 356 FWX 002° 5.1 NM to False River Rgnl.

L-21B, 22F

OAKDALE N30°38.47' W92°41.35' 357° 6.5 NM to Allen Parish. NOTAM FILE DRI

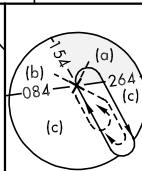
HOUSTON

L-21B, 22F

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

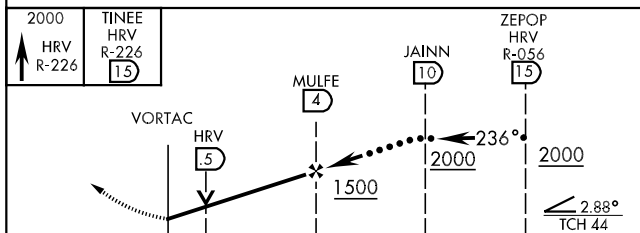
ASR/PAR



ELEV	2
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TDZE

MIRA Rwy 14-32
HIRL Rwy 4-22



CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1¼ 461 (500-1¼)	460-1½ 461 (500-1½)
CIRCLING**	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)


NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 1 10266

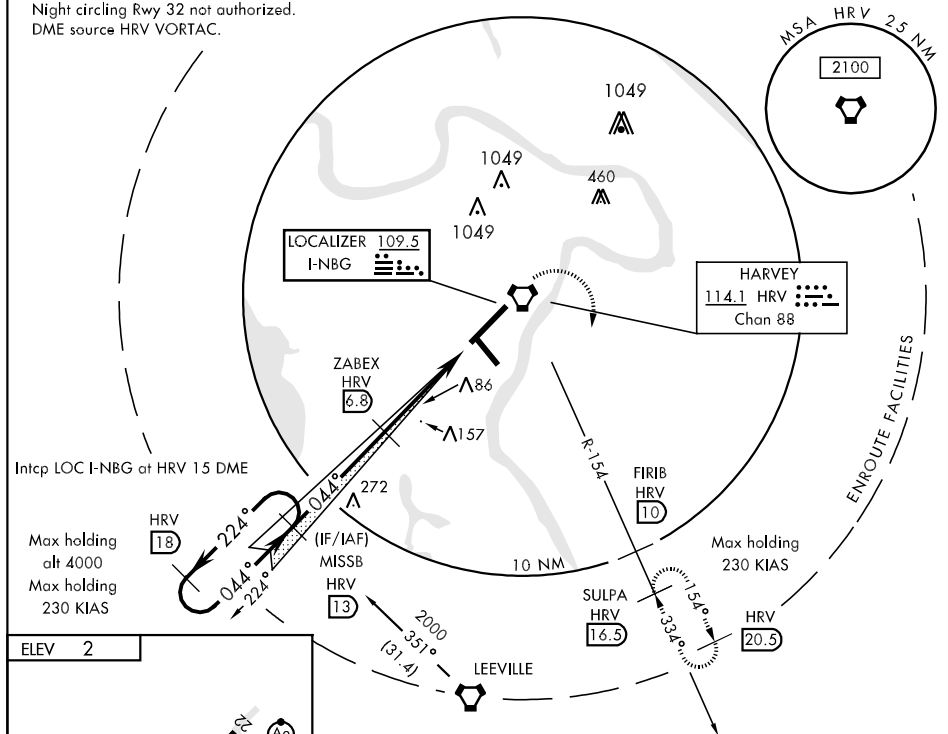
HI-TACAN RWY 22

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

LOC I-NBG 109.5	APCH CRS 044°	Rwy Idg 9999 TDZE -1 Arpt Elev 2	AL-630 [USN]	NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)
V * When ALS inop, increase vis CAT ABCDE to ¾ mile. ** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1 ½ miles. *** CAT E circling not authorized NW of Rwy 4-22.			ALSF-1 	MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.
ATIS ★ 276.2	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2	GND CON 121.6 382.8	ASR/PAR

Night circling Rwy 32 not authorized.
DME source HRV VORTAC.



EMERG SAFE ALT 100 NM 3100

CATEGORY	A	B	C	D	E
S-ILS 4 *		199-½	200	(200-½)	
S-LOC 4 **		340-½	341	(400-½)	340-¾ 341 (400-¾)

CIRCLING	480-1	478 (500-1)	520-1½ 518 (600-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)

APCH CRS **044°**
Rwy Idg **9999**
TDZE **-1**
Arpt Elev **2**

AL-630 [USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** Night circling Rwy 32 not authorized.

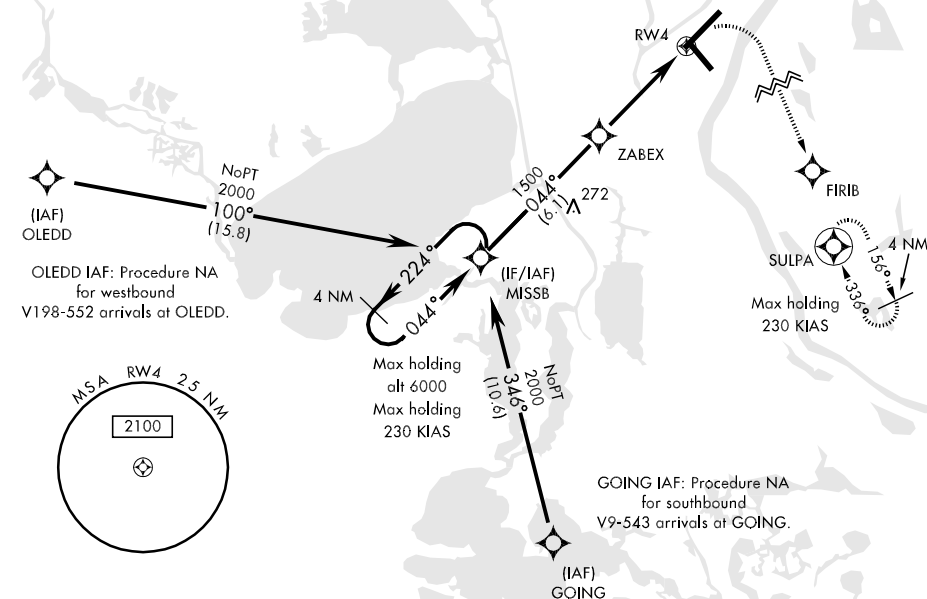


MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

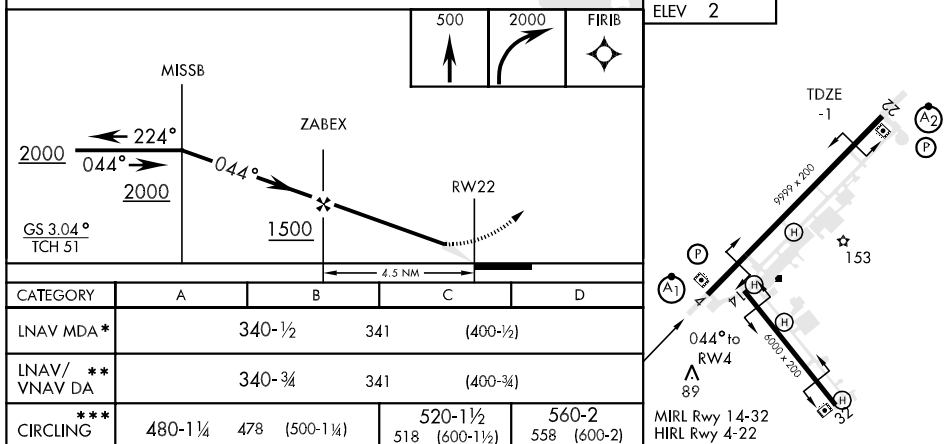
ATIS ★ 276.2	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2	GND CON 121.6 382.8	ASR/PAR
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For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100



WAAS Chan 60141 W22A	APCH CRS 224°	Rwy Idg 9999 TDZE -1 Arpt Elev 2
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AL-630 [USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

V * When ALS inop, increase vis CAT AB to $\frac{3}{4}$ mile.
 ** When ALS inop, increase vis CAT ABCD to $1\frac{1}{4}$ miles.
 *** When ALS inop, increase vis CAT AB to 1 mile, CAT C to $1\frac{1}{4}$ miles, CAT D to $1\frac{1}{2}$ miles.

SALS

MISSED APPROACH: Climb to 2000
direct MISSB and hold.

ATIS ★
276.2

NEW ORLEANS APP CON
123.85 256.9

NAVY NEW ORLEANS TOWER ★
123.8 340.2

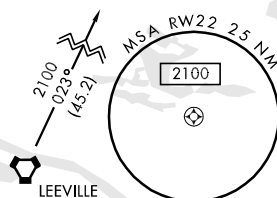
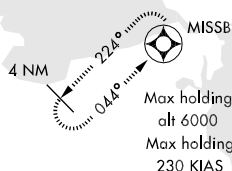
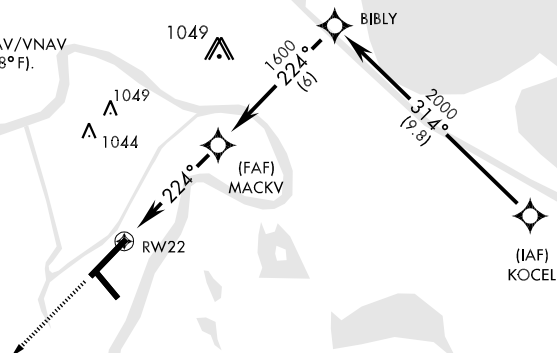
GND CQN
121.6 382.8

ASR/PAR

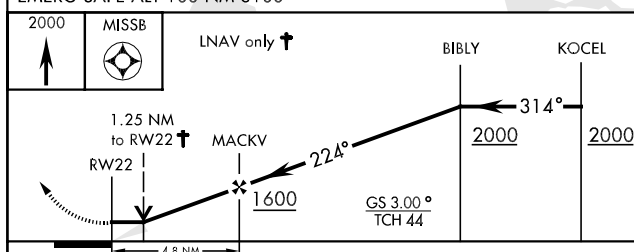
† Night circling Rwy 32 not authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

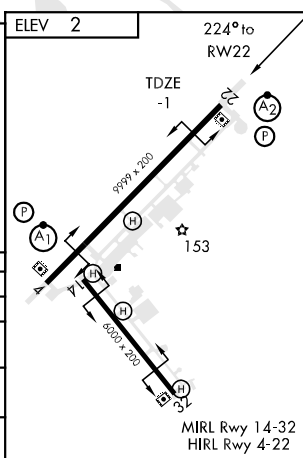
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LPV DA *	199-½	200 (200-½)	199-¾	200 (200-¾)
LNAV/ VNA DA **	340-1 341 (400-1)			
*** LNAV MDA	440-¾	441 (500-¾)	440-1 441 (500-1)	440-1¼ 441 (500-1¼)
CIRCLING †	480-1¼	478 (500-1¼)	520-1½ 518 (600-1½)	560-2 558 (600-2)



NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 22

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

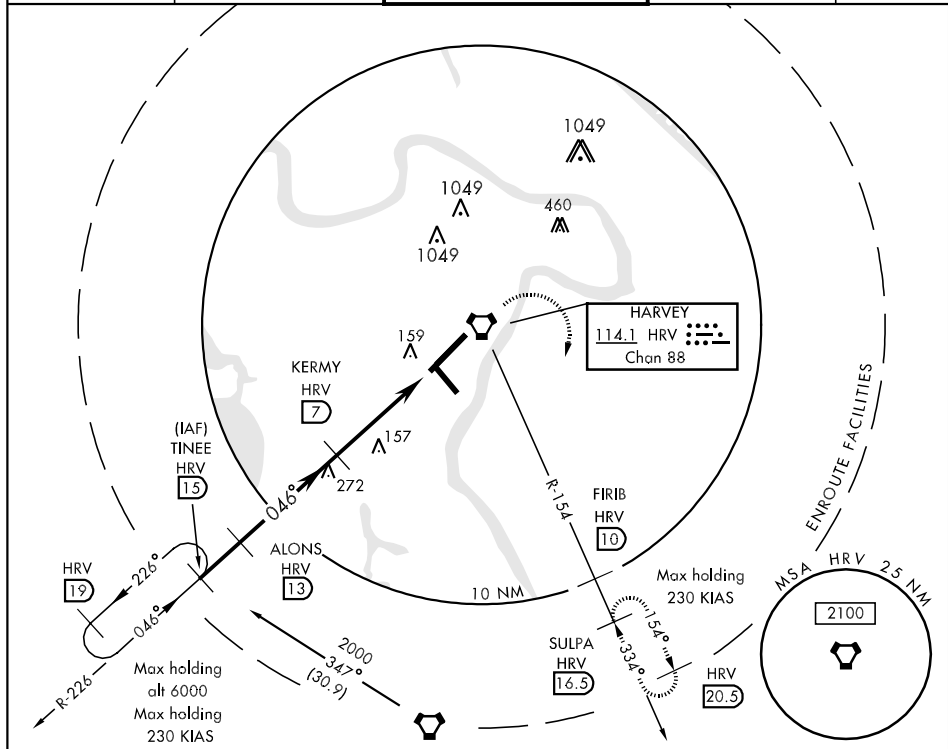
VORTAC HRV 114.1 Chan 88	APCH CRS 046°	Rwy Idg 9999 TDZE -1 Arpt Elev 2	AL-630 [USN]
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NEW ORLEANS NAS JRB

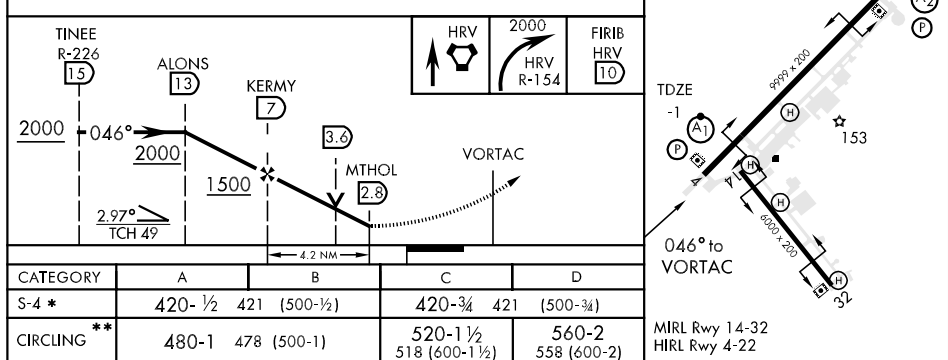
(ALVIN CALLENDER FLD) (KNBG)

V * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles. ** Night circling Rwy 32 not authorized.	ALSF-1 	MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.
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ATIS ★ 276.2	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2	GND CON 121.6 382.8	ASR/PAR
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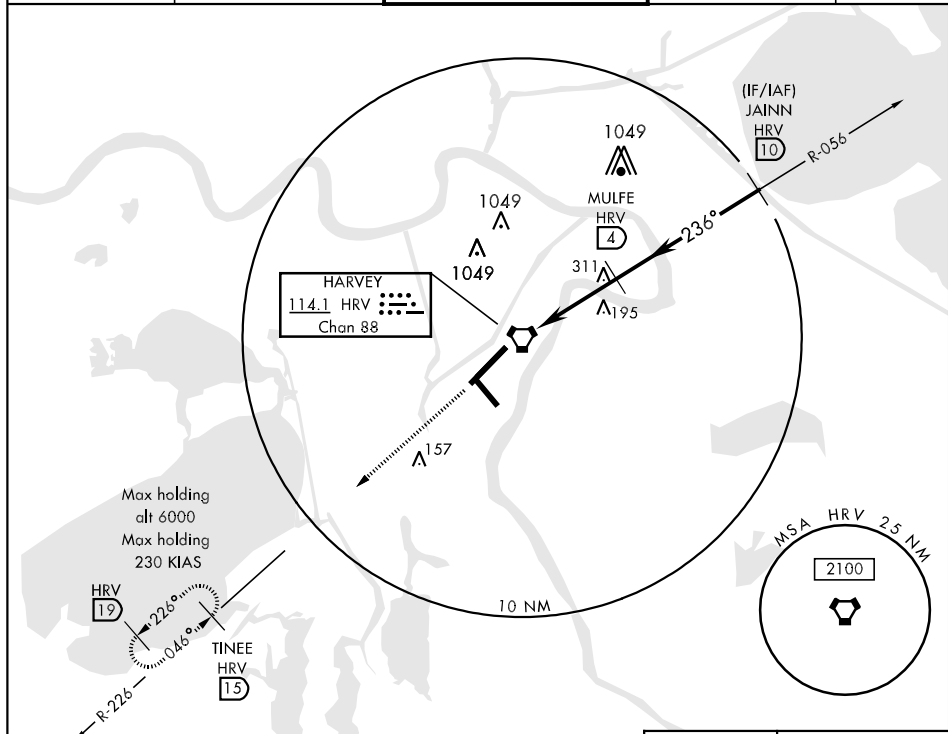
EMERG SAFE ALT 100 NM 3100



VORTAC HRV 114.1 Chan 88	APCH CRS 236°	Rwy Idg 9999 TDZE -1 Arpt Elev 2	AL-630 [USN]	NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)
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▽ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles. ** Night circling Rwy 32 not authorized.	SALS 	MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.
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ATIS ★ 276.2	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 123.8 340.2	GND CON 121.6 382.8	ASR/PAR
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

2000

↑

HRV

R-226

TINEE

HRV

15

JAINN

R-056

10

VORTAC

0.5

1500

MULFE

4

236°

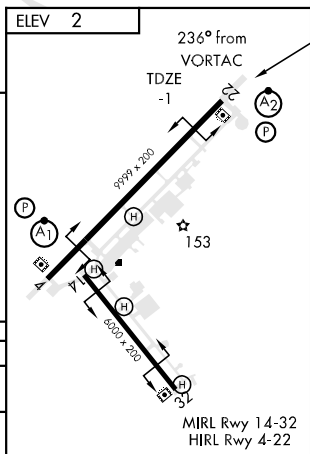
2.88°

TCH 44

4.0 NM

2000

CATEGORY	A	B	C	D
S-22 *	460-¾ 461 (500-¾)	460-1 461 (500-1)	460-1 461 (500-1)	460-1¼ 461 (500-1¼)
CIRCLING **	480-1 478 (500-1)	520-1½ 518 (600-1½)	560-2 558 (600-2)	



ATIS	124.9
LAKEFRONT TOWER★	119.9
GND CON	121.7
CLNC DEL	127.4

RWY 09-27
S-50, D-80, 2S-102, 2D-100
RWY 18L-36R
S-35, D-55, 2D-80
RWY 18R-36L
S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

D

30° 03' N

ELEV
6

HAZARDOUS

FIELD
ELEV
8

30° 02' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90° 02' W

90° 01' W

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

10210

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

NEW ORLEANS

LAKEFRONT

(NEW) 4 NE UTC-6(-5DT) N30°02.54' W90°01.70'

8 B S4 FUEL 100LL, JET A OX 1,3 LRA NOTAM FILE NEW

RWY 18R-36L: H6867X150 (ASPH-GRVD) S-60, D-175, 2S-175, 2D-200, 2D/2D2-350 MIRL

NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP, AD

RWY 18R: PAPI(P4L)—GA 3.0° TCH 51'. Thld dsplcd 228'. Pier. Rgt

tfc.

RWY 36L: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 820'.

Wall.

RWY 18L-36R: H3697X75 (ASPH) S-35, D-55, 2D-80 MIRL

RWY 18L: REIL.

RWY 36R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Bldg. Rgt tfc.

RWY 09-27: H3113X75 (ASPH) S-50, D-80, 2S-102, 2D-100

MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Berm.

RWY 27: PAPI(P4R)—GA 3.0° TCH 40'. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 18L: TORA-3697 TODA-3697 ASDA-3697 LDA-3697

RWY 18R: TORA-6880 TODA-6880 ASDA-6035 LDA-5510

RWY 27: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 36L: TORA-6880 TODA-6880 ASDA-5955 LDA-5135

RWY 36R: TORA-3697 TODA-3697 ASDA-3697 LDA-3697

AIRPORT REMARKS: Attended continuously. Birds on and invof aprt.

Boats as high as 80' pass within 400' of Rwy 09 thld. PAEW

adjacent AER 27 dalgt hours. Rwy 18R-36L few low spots near intersection of Rwy 09-27 holding water. Hold short sign on Rwy 09-27 at intersection Rwy 18R-36L unlgtd. MIRL Rwy 18R-36L preset med ints. Twy lgts for twys A, B, D, E, F and H preset on medium when twr clsd. ARFF capability equivalent to Index B. Acft transporting any items listed in Part 175 title 49 PPR to land. Landing fee. Landing fee waived with minimum fuel purchase. Rwy 09-27 MIRL OTS indef. Rwy 09-27 MIRL avbl on low ints only. Flight Notification Service (ADCUS) temporarily not available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS 128.25 (504) 245-4366. LAWRs.

COMMUNICATIONS: CTAF 119.9 ATIS 124.9 UNICOM 122.95

NEW ORLEANS RCO 122.6 (DE RIDDER RADIO) OTS indef.

① NEW ORLEANS APP/DEP CON 133.15 (North) 123.85 (South)

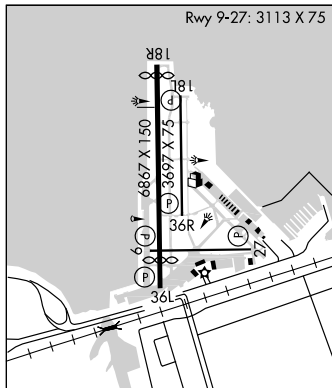
TOWER 119.9 (1400-0000Z) GND CON 121.7 CLNC DEL 127.4 (NEW ORLEANS APP/DEP CON when twr clsd)

AIRSPACE: CLASS D svc 1400-0000Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 351° 11.6 NM to fld. 0/2E.

ILS/DME 111.3 I-NEW Chan 50 Rwy 18R.



AWDAD SIX ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

SC-4, 23 SEP 2010 to 21 OCT 2010

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR
R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VORTAC via LFT R-092
and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH
R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to
AWDAD INT. Thence. . . .
..... from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect
clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

AWDAD
N30° 06.99'
W90° 57.13'

Turbojets 250K IAS

TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION
Expect clearance to cross at 11,000'.
(Landing Louis Armstrong New Orleans)
Expect clearance to cross at 13,000'.
(Landing other than Louis Armstrong
New Orleans Intl).

RESERVE
110.8 RQR
Chan 45

VOODO
N30°05.79'
W90°42.00'

 LAKEFRONTLOUIS ARMSTRONG
NEW ORLEANS INTL

LOCALIZER 109.9
I-MSY
Chan 36

TIBBY
112.0 TBD
Chan 57

BATON ROUGE
116.5 BTR $\frac{116.5}{116.5}$
Chan 112
N30° 29.11' -W91° 17 64'

TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION
Expect clearance to cross at or below FL 230.

LAKE CHARLES
113.4 LCH
Chan 81

49' -W93°06.33'

-21-22, H-7

700C

* 1600

08

158

3

LAFAYETTE
109.8 LFT :--:
Chan 35
N30°11.63'-W91°59.55'

[-21]-22

1

SC-4, 23 SEP 2010 to 21 OCT 2010

AWDAD SIX ARRIVAL

(AWDAD, AWDAD6) 08045

NEW ORLEANS, LOUISIANA

LOC/DME I-NEW 111.3 Chan 50	APP CRS 177°	Rwy Idg TDZE Apt Elev	5510 8 8
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ILS or LOC RWY 18R

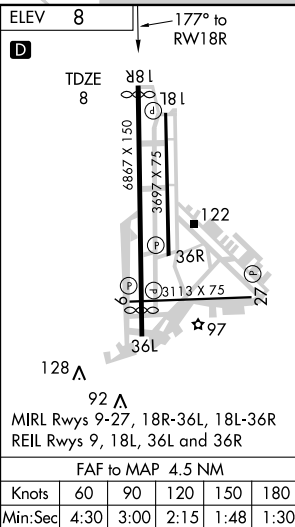
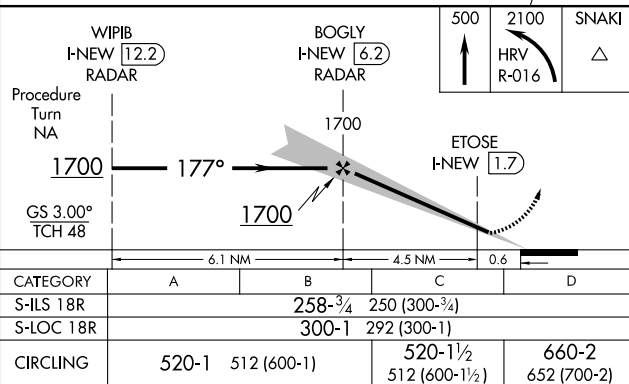
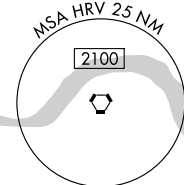
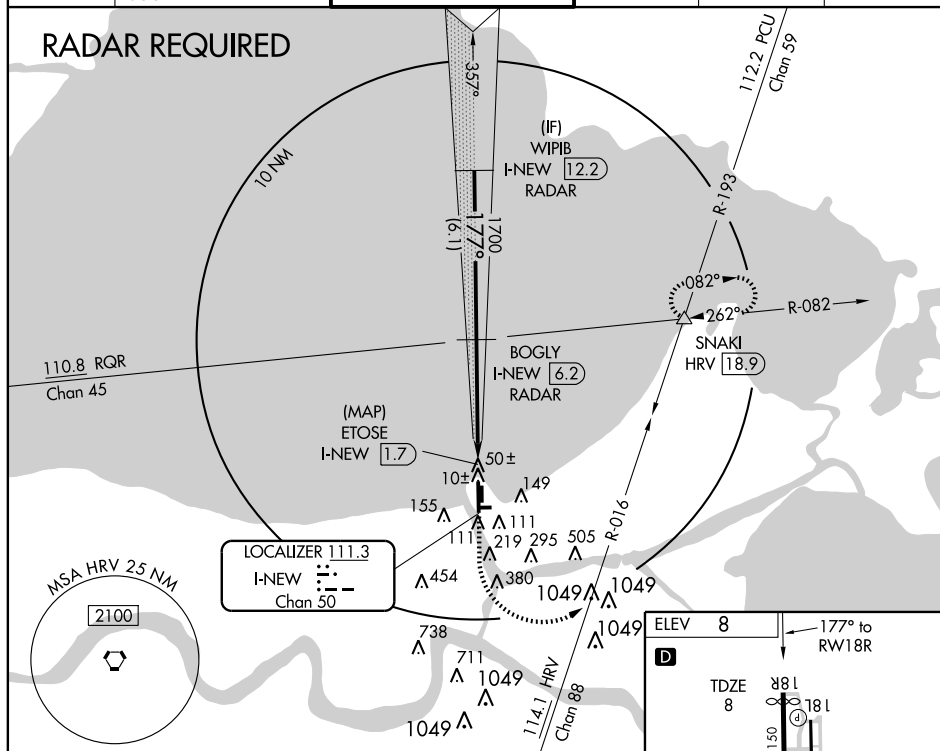
NEW ORLEANS/ LAKEFRONT (NEW)

- ▼ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ½ mile.
 ▲ Visibility reduction by helicopters NA. DME or RADAR required.

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4	UNICOM 122.95
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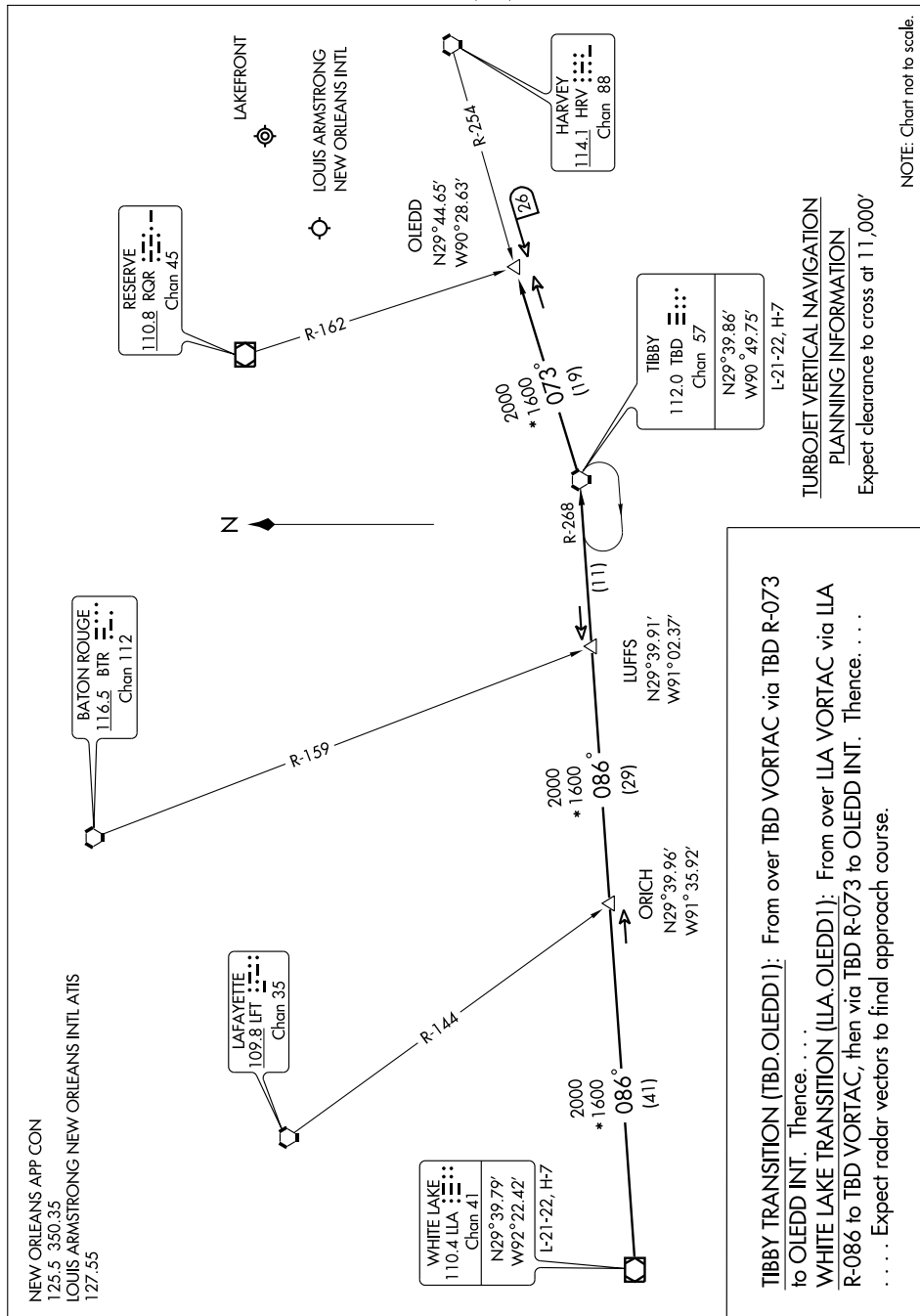
RADAR REQUIRED



OLEDD ONE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

OLEDD ONE ARRIVAL

NEW ORLEANS, LOUISIANA

WAAS CH 61302 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5510 8 8
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RNAV (GPS) RWY 18R

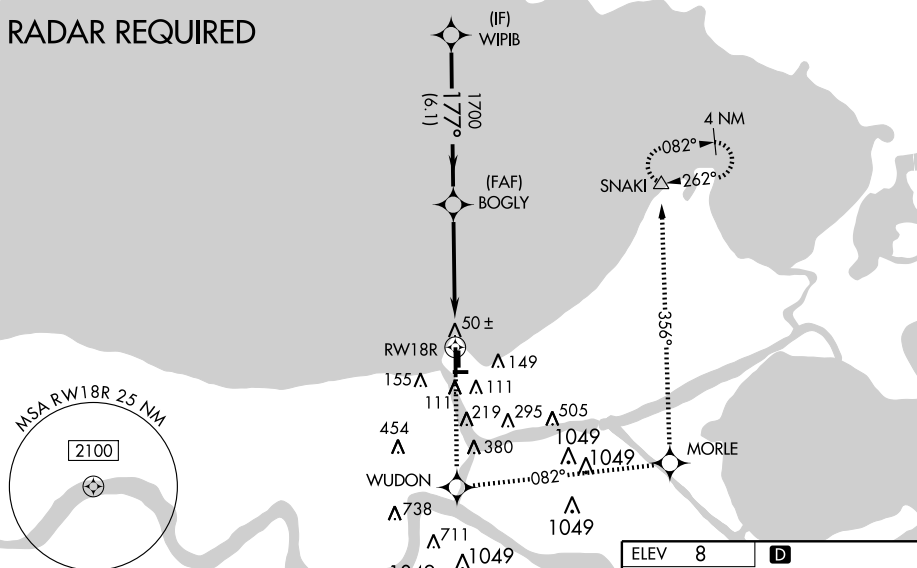
NEW ORLEANS/ LAKEFRONT (NEW)

▼ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

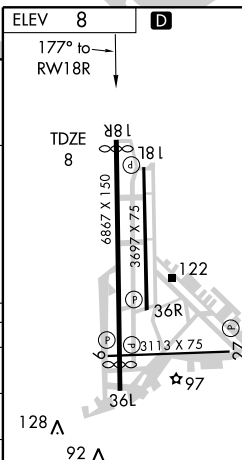
MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4	UNICOM 122.95
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RADAR REQUIRED



	2100	WUDON	082° track	MORLE	356° track	SNAKI
	↑	✧	↩	✧	→	△
	WIPIB	BOGLY	*LNAV only			
	1700	177°	1700	*1.8 NM to RWY 18R	RWY 18R	
	GS 3.00° TCH 48	6.1 NM	3.3 NM	1.8 NM		
CATEGORY	A	B	C	D		
LPV DA		332-1¼	324 (400-1¼)			
LNAV/VNAV DA		524-1¾	516 (600-1¾)			
LNAV MDA	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)		
CIRCLING	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	660-2 652 (700-2)		



MIRL Rwy 9-27, 18R-36L and 18L-36R
REIL Rwy 9, 18L, 36L and 36R

WAAS CH 86913 W36A	APP CRS 357°	Rwy Idg 5135 TDZE 8 Apt Elev 8
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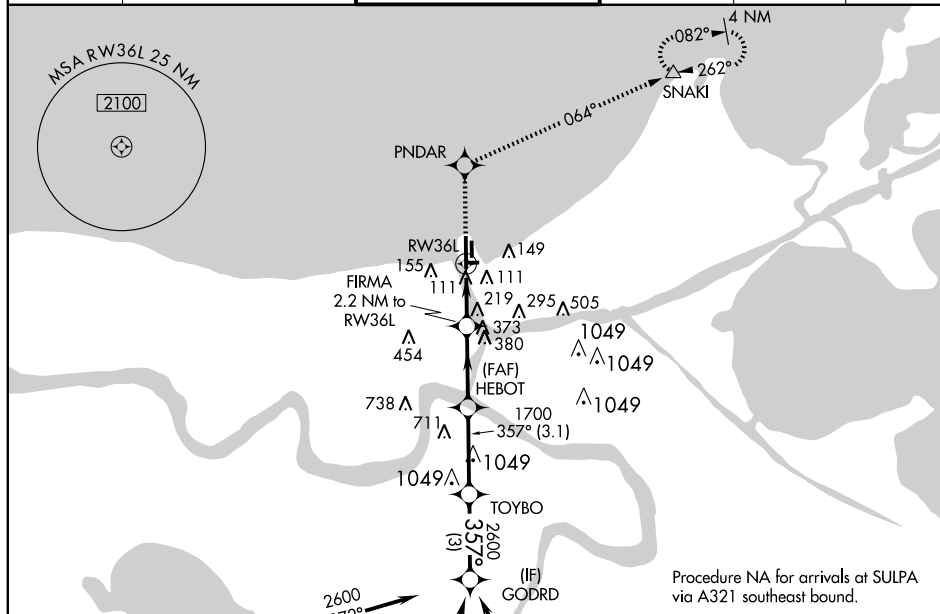
RNAV (GPS) RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

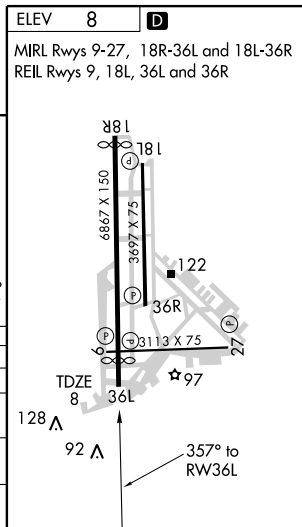
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4	UNICOM 122.95
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Procedure NA for arrivals at SAFES via V198-552 westbound.

Procedure NA for arrivals at SULPA via A321 southeast bound.

2100	PNDAR	trk 064°	SNAKI	Procedure Turn NA
* LNAV only.	FIRMA 2.2 NM to RW36L	HEBO	TOYBO	GODRD
	* 1.3 NM to RW36L			
			357°	2600
			2600	
			1700	
			1.3 NM	0.9 NM
			2.9 NM	3.1 NM
			3 NM	
CATEGORY	A	B	C	D
LPV DA		340-1¼	332 (400-1¼)	
LNAV/VNAV DA		431-1½	423 (500-1½)	
LNAV MDA	480-1	472 (500-1)	480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1	512 (600-1)	520-1½ 512 (600-1½)	660-2 652 (700-2)



RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON

133.15 290.3

125.5 350.35

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS

127.55

NATCHEZ
110.0 HEZ
Chan 37
N31° 37.09' -W91° 17.98'
L-22, H-6

MERIDIAN
117.0 MEI
Chan 117
N32° 22.71' -W88° 48.26'
L-18, H-6

McCOMB
116.7 MCB
Chan 114
N31° 18.27' -W90° 15.49'
L-21-22, H-6

EATON
110.6 LBY
Chan 43
N31° 25.12' -W89° 20.26'
L-22

PICAYUNE
112.2 PCU
Chan 59

ZYDCO
N30° 53.26' -W90° 13.65'

FOILS
N30° 41.26' -W90° 12.77'

RYTHM
N30° 32.41' -W90° 12.13'

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

250K IAS Expect clearance
to cross at 11,000'.

RESERVE
110.8 RQR
Chan 45

LOCALIZER 111.7
I-ONW
Chan 54

LAKEFRONT

LOUIS ARMSTRONG
NEW ORLEANS INTL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RYTHM THREE ARRIVAL

(RYTHM.RYTHM3) 10210

NEW ORLEANS, LOUISIANA

SC-4, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

VORTAC HRV
114.1
Chan **88**

APP CRS
351°

Rwy Idg **5135**
TDZE **8**
Apt Elev **8**

VOR/DME RWY 36L
NEW ORLEANS/ LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000
via HRV R-351 and RQR R-082 to
SNAKI INT/RQR 36.6 DME and hold.

ATIS
124.9

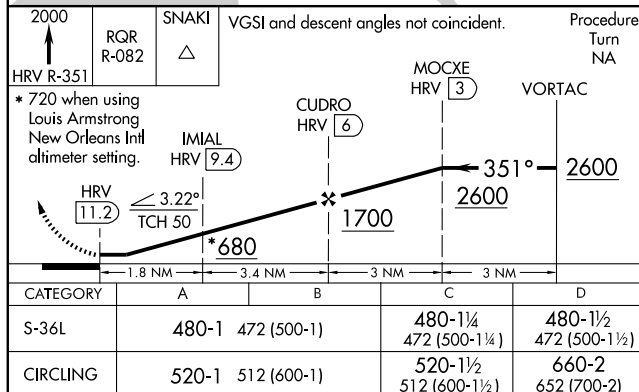
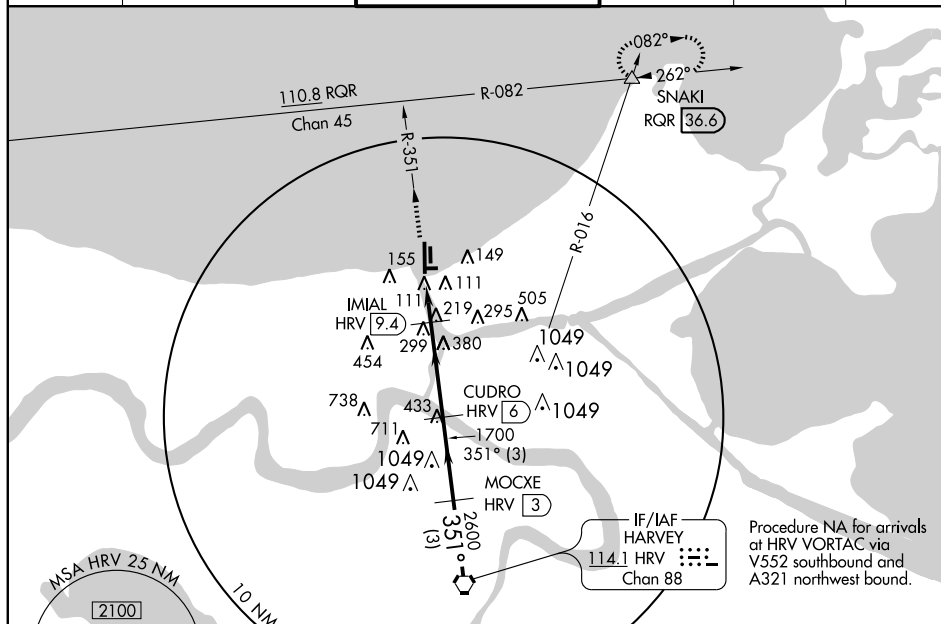
NEW ORLEANS APP CON
NORTH **133.15 290.3**
SOUTH **123.85 256.9**

LAKEFRONT TOWER ★
119.9 (CTAF)

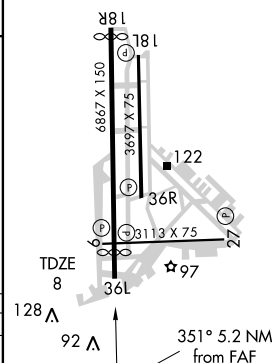
GND CON
121.7

CLNC DEL
127.4

UNICOM
122.95



ELEV **8** **D**
MIRL Rwy 9-27, 18R-36L and 18L-36R
REIL Rwy 9, 18L, 36L and 36R



NEW ORLEANS NAS RB (ALVIN CALLENDER FLD) (NBG)(KNBG) NAS (ANG CG) 3 S

NEW ORLEANS

UTC-6(-5DT) N29°49.63' W90°01.60'

H-7E, 8F, L-21B, 22F, GOMC

2 B TPA—See Remarks NOTAM FILE MSY Not insp.

DIAP, AD

RWY 04-22: H10000X200 (PEM) PCN 59 R/C/W/T HIRL

RWY 04: ALSF1. PAPI(P4L). OLS. WAVE-OFF.

RWY 22: SALS. PAPI(P4L). OLS. WAVE-OFF. Rgt tfc.

RWY 14-32: H6000X200 (PEM) PCN 71 R/C/W/T MIRL

RWY 32: OLS.

ARRESTING GEAR/SYSTEMS

RWY 04 HOOK E28(B) (1500')

HOOK E-28(B) (1500') RWY 22

RWY 14 HOOK E-28(B) (1025')

HOOK E-28(B) (1025') RWY 32

MILITARY SERVICE: LGT OLS Rwy 04-22 and Rwy 14-32 OTS indef. **A-Gear** Maintained in raised position and inbattery at all times, do not land direct on A-Gear. **JASU** 4 (NC-10C) 4 (A/M 47A-4) Limited DC power. **FUEL**

J8. Opr 1330-0430Z†. Fuel delays Fri-Sun. Tran acft expect some delay for svc outside normal working hr.

FLUID PRESAIR LHOX LOX **OIL** O-128-156**MILITARY REMARKS:** Opr 1300-0500Z†. See FLIP AP/1 Supplementary Arpt info. **RSTD** PPR all acft DSN 678-3602/3C504-678-3602/3. **CAUTION** Numerous civilian acft opr to/from canals vicinity afld. Bird hazard. **TFC PAT**

TPA—Overhead break altitude 1499(1497). Pattern altitude 999(997). Reduced rwy separation in effect for all

local based tactical acft; 3000' between similar acft; 6000' between dissimilar acft. Tran acft may utilize

reduced rwy separation only after being briefed. **CSTMS/AG/IMG** CSTMS avbl 2 hr prior notice. Ctc CustomsC504-269-6149, FTS 269-6149 for appointment. **MISC** Limited classified material storage. Ctc Base OPS DSN678-3100, C504-678-3100 or fax DSN 678-9575, C504-678-9575. **CG** Opr rstd 0500-1300Z† to CG.

C504-393-6032.

COMMUNICATIONS: ATIS 276.2**(R)** APP/DEP CON 123.85 256.9

NAVY NEW ORLEANS TOWER 123.8 340.2 360.2 (1300-0500Z†)

NAVY NEW ORLEANS GND CON 121.6 382.8

PMSY METRO 265.8 (Opr 1200-0000Z†) **BASE OPS** 379.15**CG** 345.0X 5696X 8984 (ctc New Orleans air)**AIRSPACE:** CLASS D svc 1300-0500Z†.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 220° 1.8 NM to fld. 0/2E.

ILS 109.5 I-NBG Rwy 04. No NOTAM MP Mon 1300-1800Z†.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.**NEW ROADS****FALSE RIVER RGNL** (HZR) 2 NW UTC-6(-5DT) N30°43.10' W91°28.72'

HOUSTON

40 B **FUEL** 100LL TPA-873(834) NOTAM FILE DRI

H-7D, L-21B, 22F

RWY 18-36: H5003X75 (ASPH) S-14 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Trees.

RWY 36: ODALS. PAPI(P2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 225-638-8930 or 225-978-8367. Self-service fuel

avbl 24 hrs. MIRL Rwy 18-36, REIL Rwy 18 and ODALS Rwy 36

preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**(R)** BATON ROUGE APP/DEP CON 120.3 (1100-0600Z†)**(R)** HOUSTON CENTER APP/DEP CON 126.35 (0600-1100Z†)

GCO 135.075 (DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTR.

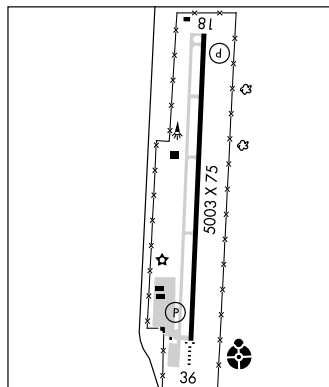
BATON ROUGE (L) VORTACW 116.5 BTR Chan 112 N30°29.11'

W91°17.64' 320° 16.9 NM to fld. 20/6E.

NEW ROADS NDB (MHW) 356 FWX N30°37.99' W91°29.36'

002° 5.1 NM to fld. NOTAM FILE DRI.

ILS 111.9 I-HZR Rwy 36. LOC only.

**NEW ROADS** N30°37.99' W91°29.36'

HOUSTON

NDB (MHW) 356 FWX 002° 5.1 NM to False River Rgnl.

L-21B, 22F

OAKDALE N30°38.47' W92°41.35' 357° 6.5 NM to Allen Parish. NOTAM FILE DRI

HOUSTON

L-21B, 22F

LOC I-HZR <u>111.9</u>	APP CRS 360°	Rwy Idg TDZE Apt Elev	5003 37 40
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LOC RWY 36

NEW ROADS/ FALSE RIVER RGNL (HZR)

T	Inoperative table does not apply. ADF required. Visibility reduction by
A NA	helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility $\frac{1}{4}$ mile.

ODALS

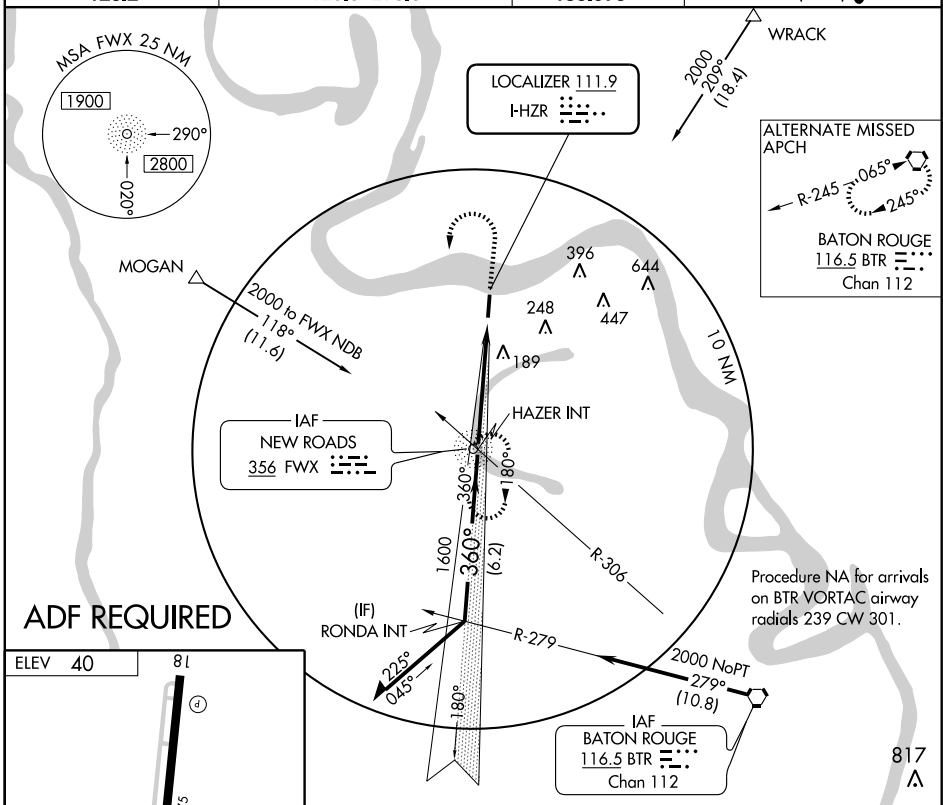


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS
125.2

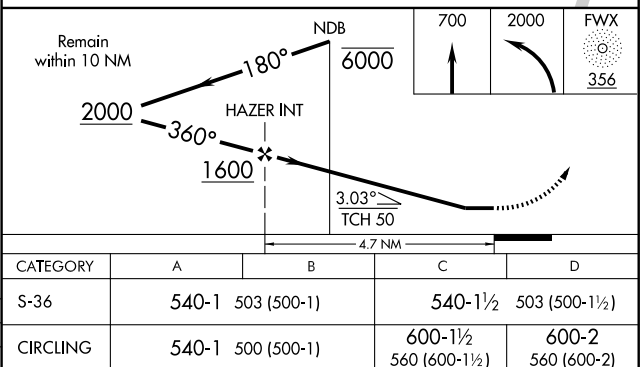
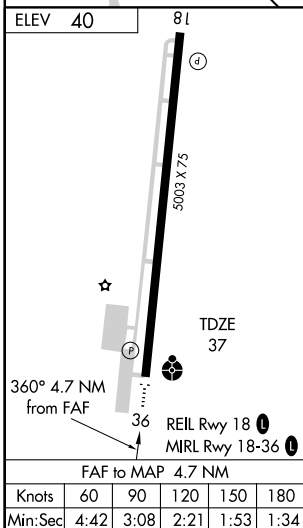
BATON ROUGE APP CON★
120.3 278.3

GCO	35.075
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UNICOM
122.8 (CTAF) **L**

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010



NEW ROADS, LOUISIANA

Amdt 1 09127

NEW ROADS/ FALSE RIVER RGNL (HZR)

30°43'N-91°29'W

LOC RWY 36

NDB FWX 356	APP CRS 002°	Rwy Idg TDZE Apt Elev	5003 37 40
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NDB RWY 36

NEW ROADS/FALSE RIVER RGNL (HZR)

⚠ Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile.



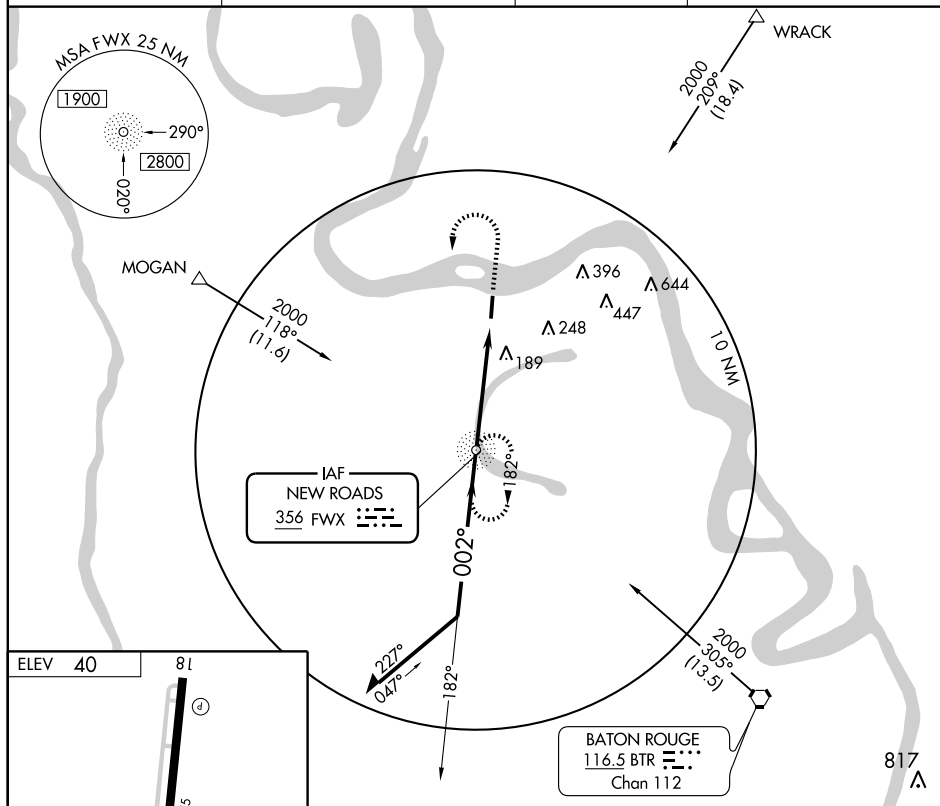
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS
125.2

BATON ROUGE APP CON★
120.3 278.3

GCO
135.075

UNICOM
122.8 (CTAF) 0



ELEV 40

81

5003 X 75



TDZE 37

002° 4.7 NM
from FAF

REIL Rwy 18
MIRL Rwy 18-36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

Remain
within 10 NM

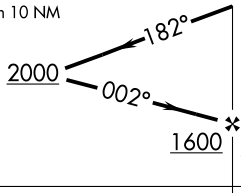
NDB

700

2000

FWX

356



CATEGORY

A

B

C

D

S-36

600-1 563 (600-1)

600-1½ 563 (600-1½)

600-1¾ 563 (600-1¾)

CIRCLING

600-1 560 (600-1)

600-1½ 560 (600-1½)

600-2 560 (600-2)

NEW ROADS, LOUISIANA

Amdt 2 09127

NEW ROADS/FALSE RIVER RGNL (HZR)

30°43'N-91°29'W

NDB RWY 36

APP CRS **180°**
Rwy Idg **5003**
TDZE **40**
Apt Elev **40**

RNAV (GPS) RWY 18

NEW ROADS/ FALSE RIVER RGNL (HZR)

▼ DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility $\frac{1}{4}$ mile.

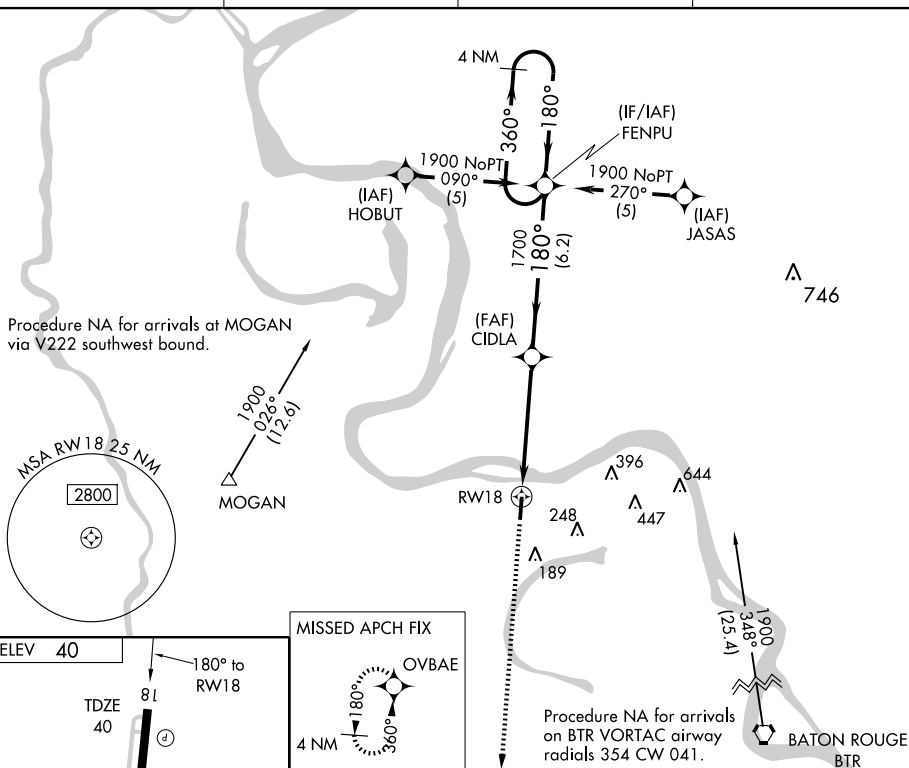
MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

BATON ROUGE ASOS
125.2

BATON ROUGE APP CON ★
120.3 278.3

GCO
135.075

UNICOM
122.8 (CTAF) **①**



ELEV **40**

TDZE **40**

81

180° to RW18

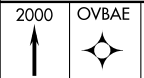
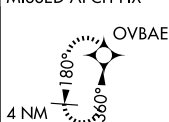
5003 X 7.5

36

REIL Rwy 18 **①**

MIRL Rwy 18-36 **①**

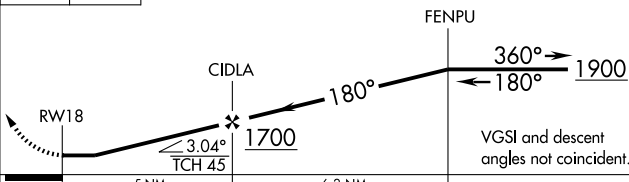
MISSED APCH FIX



Procedure NA for arrivals on BTR VORTAC airway radials 354 CW 041.

BATON ROUGE BTR

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	560-1 520 (600-1)	560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)	560-2 520 (600-2)
CIRCLING	560-1 520 (600-1)	560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)	560-2 520 (600-2)

WAAS CH 42607 W36A	APP CRS 360°	Rwy Idg TDZE 37 Apt Elev 40	5003
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RNAV (GPS) RWY 36

NEW ROADS/ FALSE RIVER RGNL (HZR)

▼ Inoperative table does not apply. BARO-VNAV NA.
▲ NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.



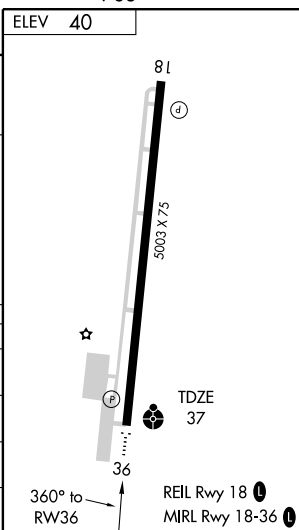
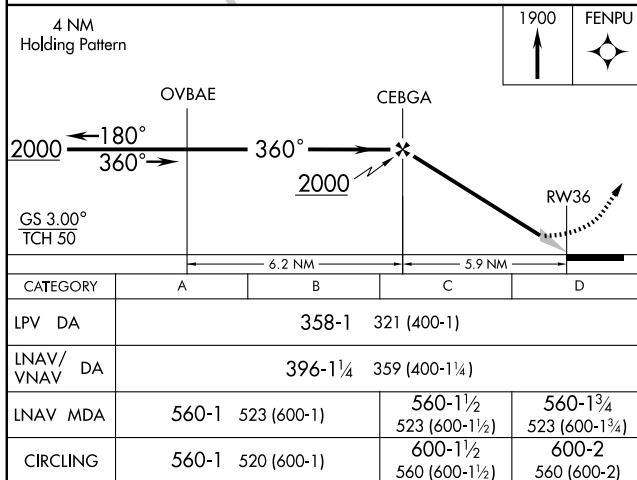
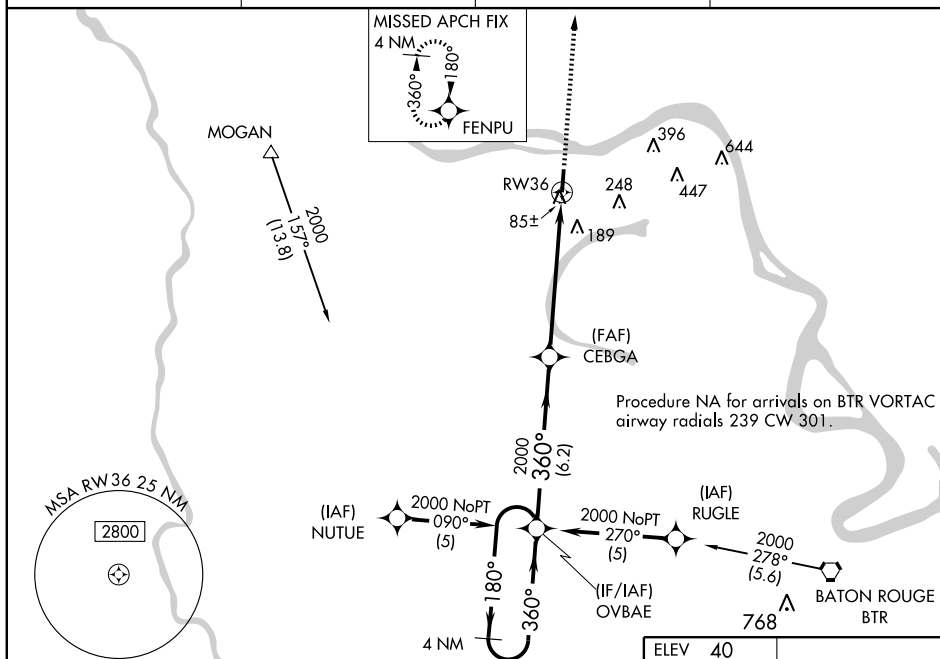
MISSED APPROACH: Climb to 1900 direct FENPU and hold.

BATON ROUGE ASOS
125.2

BATON ROUGE APP CON ★
120.3 278.3

GCO
135.075

UNICOM
122.8 (CTAF) **1**



VORTAC BTR 116.5 Chan 112	APP CRS 320°	Rwy Idg TDZE Apt Elev 40	N/A N/A 40
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VOR/DME-A

NEW ROADS/ FALSE RIVER RGNL (HZR)

▼ Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

▲ NA

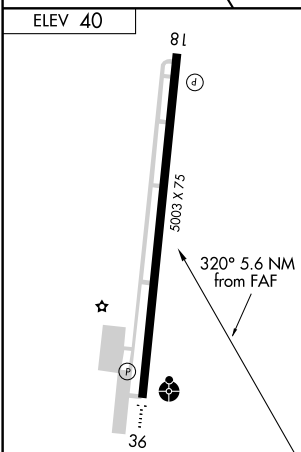
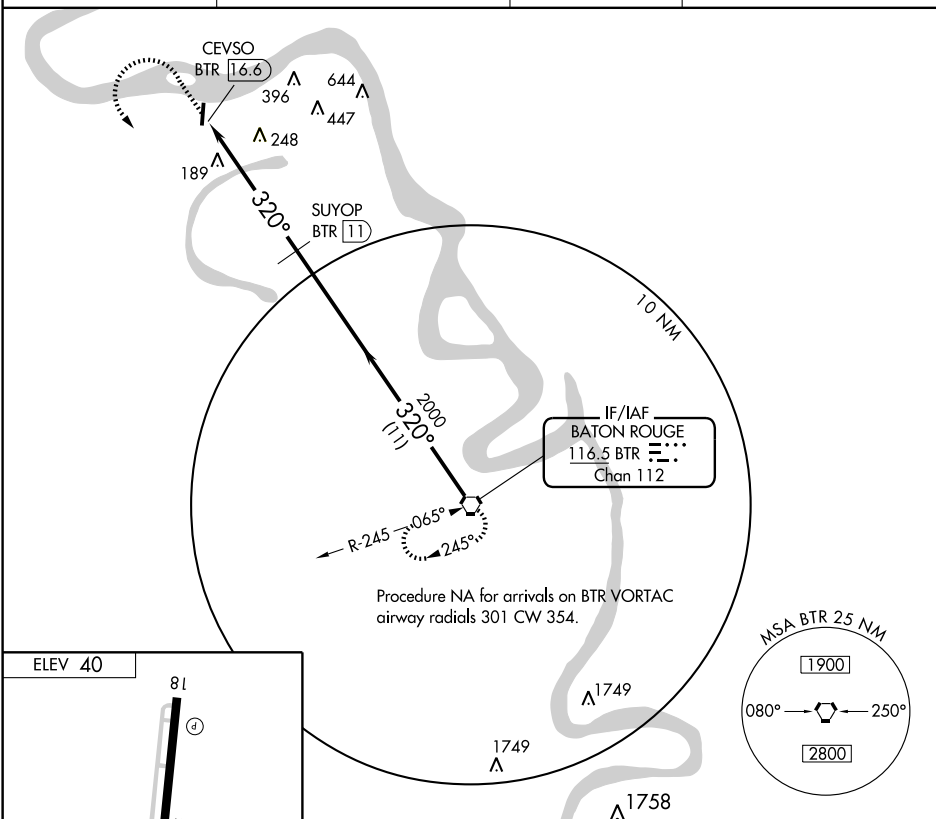
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

BATON ROUGE ASOS
125.2

BATON ROUGE APP CON ★
120.3 278.3

GCO
135.075

UNICOM
122.8 (CTAF) 0



700	2000	BTR 116.5	SUYOP BTR 11	BTR VORTAC
CEVSO BTR 16.6	320°	2000	320°	2000
5.6 NM	11 NM			
CATEGORY	A	B	C	D
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

OAKDALE

ALLEN PARISH (ACP) 4 S UTC-6(-5DT) N30°45.03' W92°41.31'

107 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H4994X75 (ASPH) S-11 MIRL

RWY 18: REIL. PAPI (P2L)—GA 3.0° TCH 50'. Trees.

RWY 36: REIL. PAPI (P2L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended continuously. Fuel avbl self service with credit card. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (318) 215-9728.

Unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.8

® POLK APP/DEP CON 123.7

GCO 135.075 (POLK APCH CTL and Flight Services)

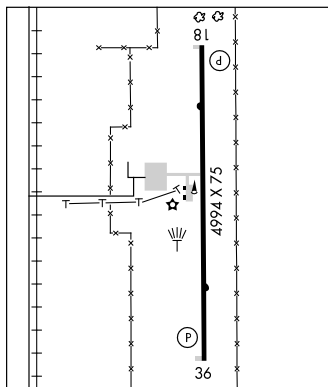
RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

W92°30.06' 195° 31.8 NM to fld. 80/3E. HIWAS.

OAKDALE NDB (MHW) 379 LRR N30°38.47' W92°41.35' 357°

6.5 NM to fld. NOTAM FILE DRI.



HOUSTON
L-21B, 22E
IAP

OAK GROVE

KELLY (9M6) 1 SW UTC-6(-5DT) N32°50.95' W91°24.24'

112 B S4 FUEL 100LL, JET A NOTAM FILE DRI

RWY 18-36: H3000X60 (ASPH) S-10 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.75° TCH 47'. Thld dsplcd 250'.
P-line.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

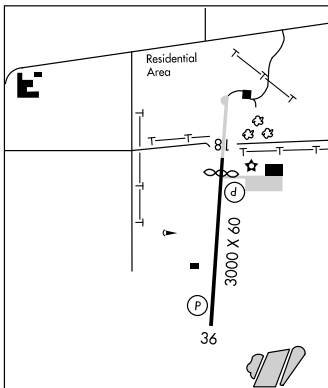
AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 055° 37.7 NM to fld. 80/3E. HIWAS.



MEMPHIS
L-18F

OIL CITY

THACKERS (5F8) 3 N UTC-6(-5DT) N32°47.49' W93°57.39'

202 NOTAM FILE DRI

RWY 08-26: 2900X50 (TURF)

RWY 08: Trees. RWY 26: Trees.

AIRPORT REMARKS: Unattended. Livestock on and in vicinity of rwy.

COMMUNICATIONS: CTAF 122.9

MEMPHIS

WAAS CH 77914 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4994 104 107
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RNAV (GPS) RWY 18

OAKDALE/ ALLEN PARISH (ACP)

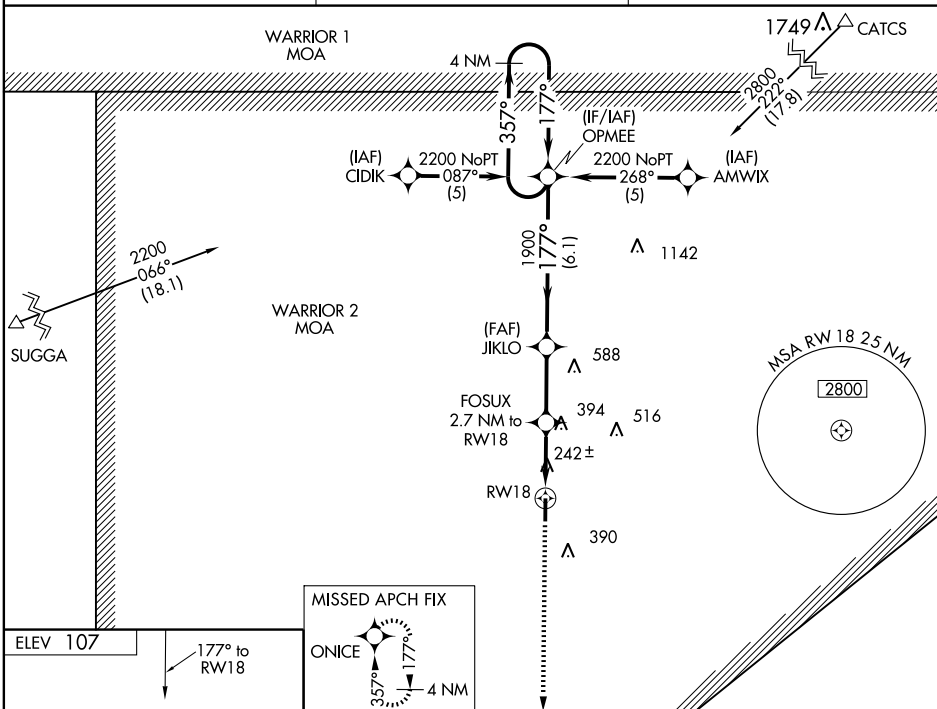
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct ONICE and hold.

AWOS-3
118.275

POLK APP CON
123.7 254.8

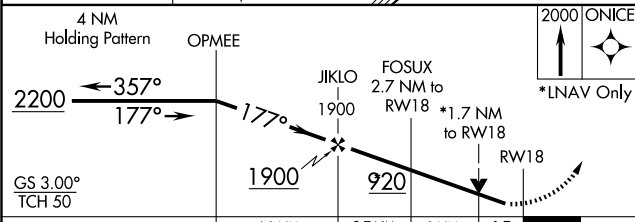
UNICOM
122.8 (CTAF) 0



ELEV 107



MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**



CATEGORY	A	B	C	D
LPV DA	515-1½	411 (500-1½)		NA
LNAV/ VNAV DA	549-1½	445 (500-1½)		NA
LNAV MDA	700-1	596 (600-1)	700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

OLLA (L47) 1 E UTC-6(-5DT) N31°53.77' W92°13.07'

130 B NOTAM FILE DRI

RWY 03-21: H3010X75 (ASPH) S-9

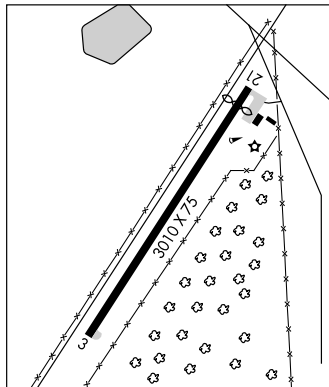
RWY 03: Trees. **RWY 21:** Thld dspcd 190'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED nghts. Ponding on rwy and twys during heavy rains. Rwy 03 has a dip 450' from apch end of rwy. Rwy 03-21 surface cracked, dip in rwy near Rwy 03 end. Dspcd thld markings NSTD, no chevrons, arrows or thld bar. Rotating bcn OTS indef. Windsock OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 191° 38.3 NM to fld. 80/3E. **HIWAS.**



HOUSTON

L-22E

OPELOUSAS

ST LANDRY PARISH-AHART FLD (OPL) 2 NW UTC-6(-5DT) N30°33.50' W92°05.96'

75 B S2 **FUEL** 100LL, JET A NOTAM FILE DRI

RWY 18-36: H5999X100 (CONC) S-30 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees. Thld dspcd 150'.

RWY 36: REIL. PAPI(P2L)—GA 3.5° TCH 52'. Thld dspcd 789'. Road.

RWY 06-24: H4051X100 (CONC) S-30

RWY 06: Thld dspcd 165'. Trees. **RWY 24:** Thld dspcd 169'. Road. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun 1400-1800Z. For fuel after hours call 337-407-1551. Parachute Jumping. Rwy 06-24 has some cracks with grass. Rwy has ponding during wet weather. Rwy 18-36 has cracks with grass in cracks. Bump in Rwy 18 at 850' from dspcd thld. Rwy has ponding during wet weather. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 123.0

® **LAFAYETTE APP/DEP CON** 128.7 (1030-0530Z)

HOUSTON CENTER APP/DEP CON 126.35 (0530-1030Z)

GCO 135.075 (LAFAYETTE APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 343° 22.5 NM to fld. 36/3E.

HIWAS.

NDB (MHW) 335 OPL N30°39.32' W92°05.92' 176° 5.8 NM to fld. NOTAM FILE DRI.

PATTERSON N29°42.88' W91°20.20' NOTAM FILE PTN.

NDB (MHW) 245 PTN at Harry P. Williams Mem. Unusable byd 15 NM.

HOUSTON

L-21B, 22F, GOMC

PATTERSON N29°42.68' W91°20.31'

RCO 122.5 (DE RIDDER RADIO)

HOUSTON

L-22E

NDB OPL 335	APP CRS 176°	Rwy ldg TDZE Apt Elev	5849 71 75
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NDB RWY 18

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

▼ If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

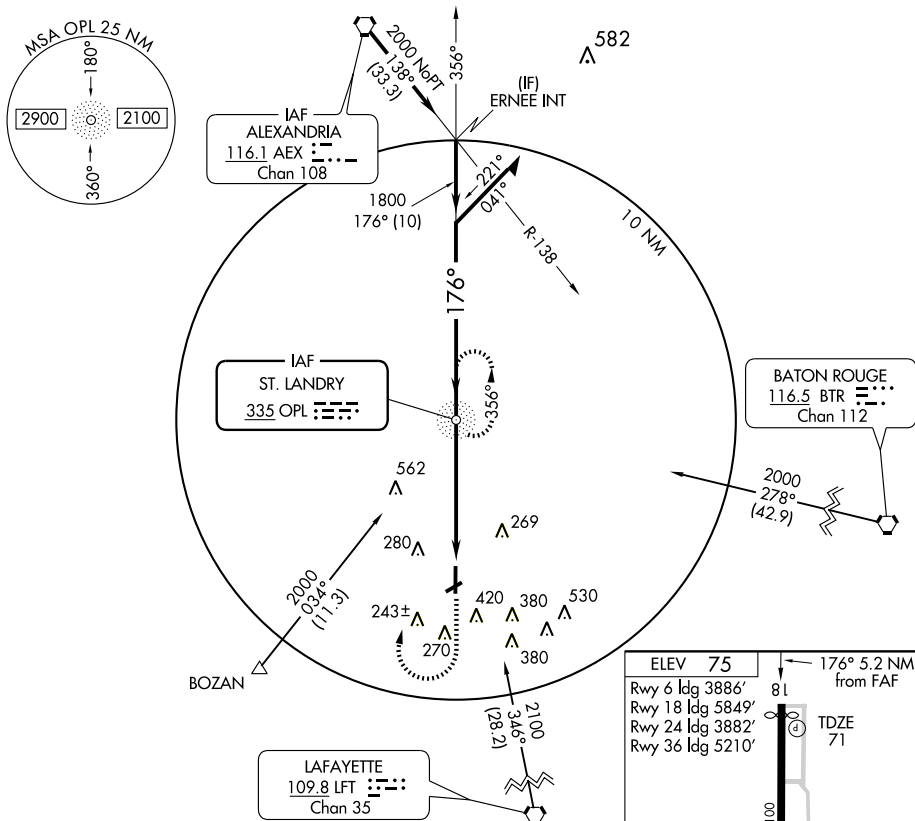
LAFAYETTE APP CON *

128.7 268.7

GCO

135.075

UNICOM

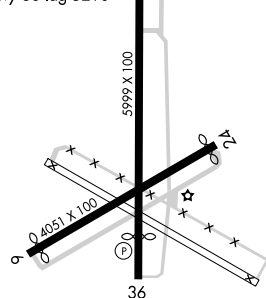
123.0 (CTAF) 0

BOZAN

LAFAYETTE
109.8 LFT
Chan 35

BATON ROUGE
116.5 BTR
Chan 112

ELEV 75	176° 5.2 NM from FAF
Rwy 6 ldg 3886'	
Rwy 18 ldg 5849'	
Rwy 24 ldg 3882'	
Rwy 36 ldg 5210'	



REIL Rwy 18 and 36
MIRL Rws 18-36

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

Remain within 10 NM

1800 356° NDB
176° 1800

1000	1800	OPL 335
------	------	------------

3.02° TCH 58

5.2 NM

CATEGORY	A	B	C	D
S-18	640-1 569 (600-1)		640-1½ 569 (600-1½)	640-1¾ 569 (600-1¾)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

APP CRS **176°**
 Rwy Idg **5849**
 TDZE **71**
 Apt Elev **75**

RNAV (GPS) RWY 18

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

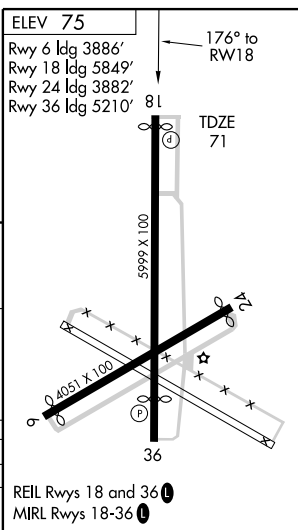
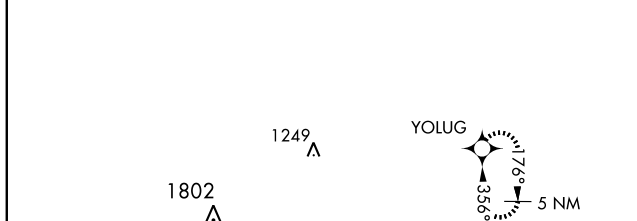
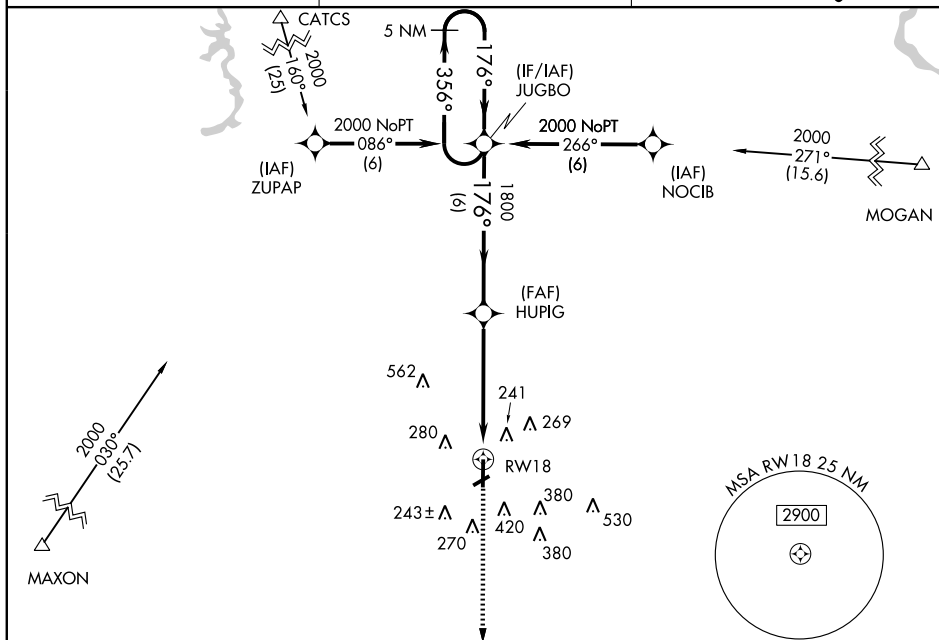
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

LAFAYETTE APP CON ★
128.7 268.7

GCO
135.075

UNICOM
123.0 (CTAF) 0



APP CRS **356°**
 Rwy ldg **5210**
 TDZE **74**
 Apt Elev **75**

RNAV (GPS) RWY 36

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

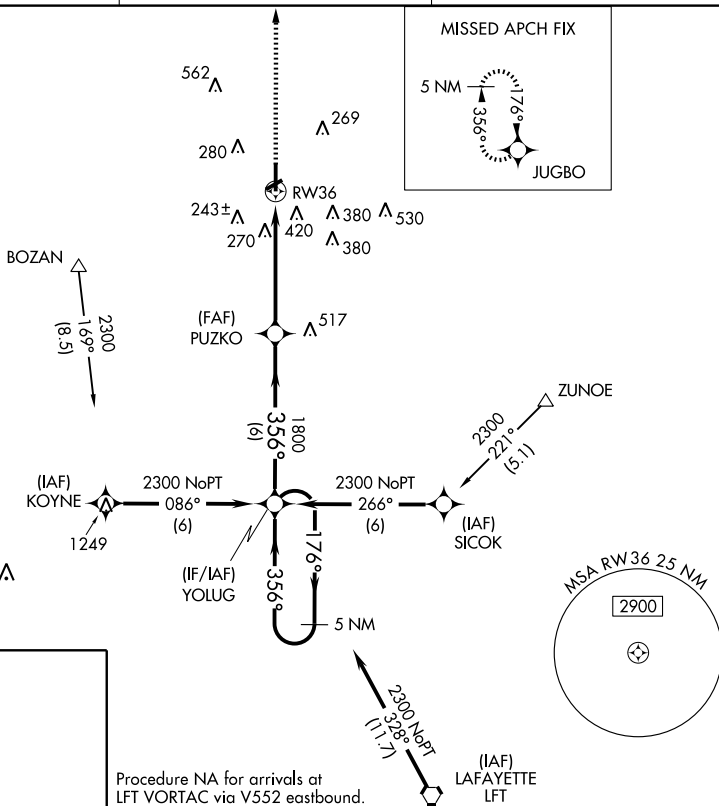
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

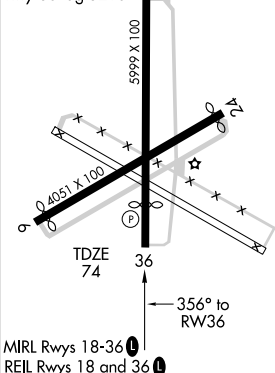
LAFAYETTE APP CON*
128.7 268.7

GCO
135.075

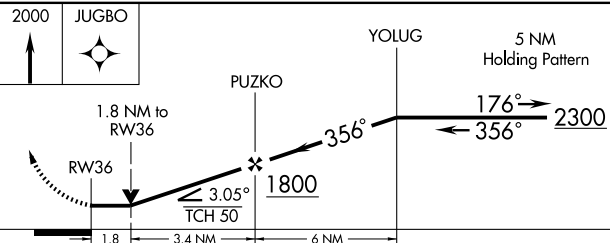
UNICOM
123.0 (CTAF) ①

ELEV **75**

Rwy 6 ldg 3886'
 Rwy 18 ldg 5849'
 Rwy 24 ldg 3882'
 Rwy 36 ldg 5210'



Procedure NA for arrivals at LFT VORTAC via V552 eastbound.



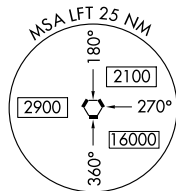
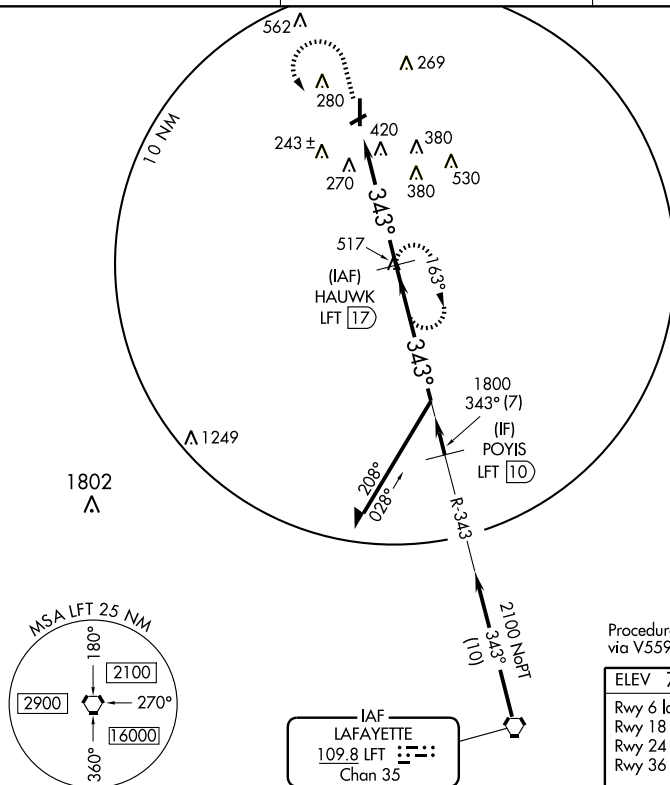
CATEGORY	A	B	C	D
RNAV MDA	700-1	626 (700-1)	700-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	700-2 626 (700-2)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2 $\frac{1}{4}$ 705 (800-2 $\frac{1}{4}$)

VORTAC LFT 109.8 Chan 35	APP CRS 343°	Rwy Idg TDZE Apt Elev	5210 74 75
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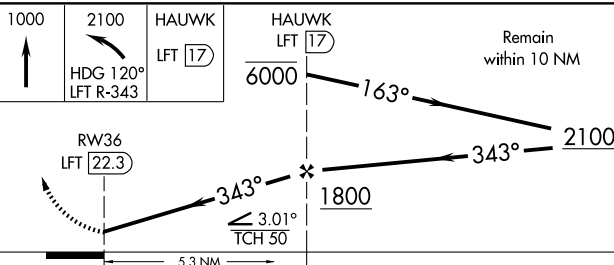
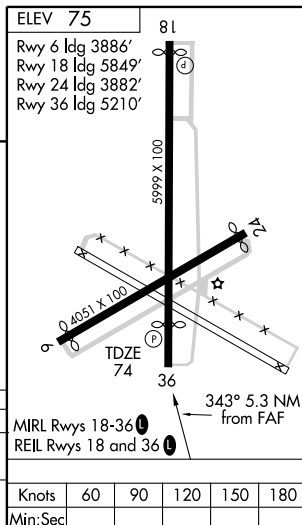
VOR/DME RWY 36

OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

<p>▼ If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.</p>
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LAFAYETTE APP CON ★
128.7 268.7GCO
135.075UNICOM
123.0 (CTAF) 0IAF
LAFAYETTE
109.8 LFT
Chan **35**

Procedure NA for arrivals at LFT VORTAC via V559 southbound.



CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1½ 646 (700-1½)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1½ 705 (800-1½)	780-2 705 (800-2)	780-2½ 705 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

PATTERSON

HARRY P. WILLIAMS MEM (PTN) 2 NW UTC-6(-5DT) N29°42.57' W91°20.34'

HOUSTON

9 B S4 FUEL 100LL, JET A NOTAM FILE PTN

H-7D, L-21B, 22F, GOMC
IAP

RWY 06-24: H5399X150 (ASPH) S-32 MIRL

RWY 06: REIL. PAPI(P2L). Thld dsplcd 395'. GA 3.0° TCH 50'. Trees.

RWY 24: MALSR. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. CAUTION—seaplane landing area (water channel) Southeast of adjacent/parallel runway. Rwy 06-24 3" lip (dropoff) south side of rwy. MIRL Rwy 06-24 and REIL Rwy 06 preset low ints dusk to dawn, to increase ints and ACTIVATE MALSR Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.575 (985) 395-6735.

COMMUNICATIONS: CTAF/UNICOM 122.8

PATTERSON RCO 122.5 (DE RIDDER RADIO)

TIBBY RCO 122.1R 112.0T (DE RIDDER RADIO)

Ⓡ NEW ORLEANS APP/DEP CON 124.3

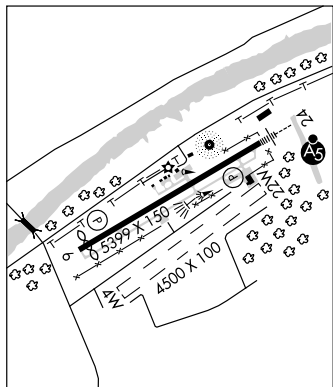
RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 274° 26.8 NM to fld. 10/2E.

PATTERSON NDB (MHW) 245 PTN N29°42.88' W91°20.20' at
fld. NOTAM FILE PTN. Unusable byd 15 NM.

ILS/DME 108.3 I-PTN Chan 20 Rwy 24. Class IA.



TPA—1009(1000)

WATERWAY 04-22: 4500X100 (WATER)

WATERWAY 04: Road. Rgt tfc. **WATERWAY 22:** Trees.

PINEVILLE MUNI (2LØ) 2 N UTC-6(-5DT) N31°20.53' W92°26.61'

HOUSTON

100 B S4 FUEL 100LL TPA-SEE REMARKS NOTAM FILE DRI

L-21B, 22E

RWY 18-36: H3000X75 (ASPH) S-15.5 MIRL

RWY 18: REIL. PAPI(P2L)—GA 4.0° TCH 68'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.0° TCH 49'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z† For fuel after hrs call 318-449-5679. Rwy 18 drop off 95' from end of rwy. Rwy 36 lake 96' from end of rwy. TPA-1100' MSL for fixed wing for Rwy 18-36. 800' for acft for water Rwy 05W-23W. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset on low ints dusk to dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 027° 5.9 NM to fld.

80/3E. HIWAS.

80

WATERWAY 05W-023W: 3000X100 (WATER)

WATERWAY 23W: Rgt tfc.

LOC I-PTN
108.3
Chan **20**

APP CRS
238°

Rwy Idg **5399**
TDZE **9**
Apt Elev **9**

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)



NA

MALSR

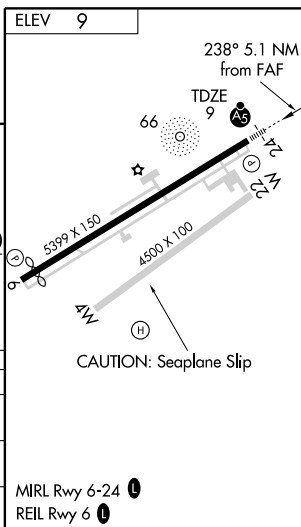
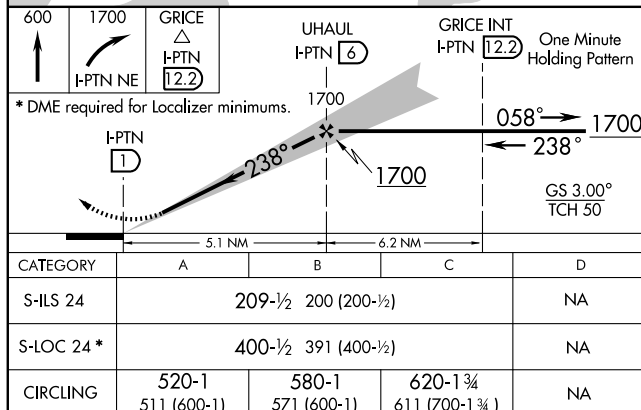
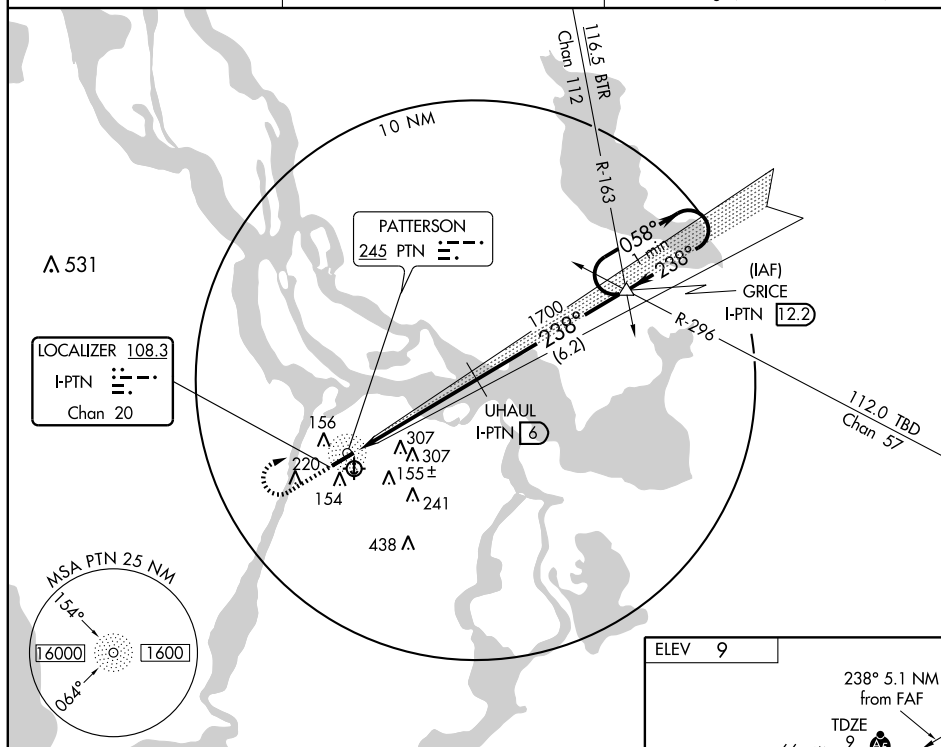


MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

AWOS-3
134.575

NEW ORLEANS APP CON
124.3 256.9

UNICOM
122.8 (CTAF) **0** (MIRL RWY 6-24)
122.9 **0** (MIRL RWY 4W-22W)



NDB PTN 245	APP CRS 052°	Rwy Idg TDZE Apt Elev	5005 9 9
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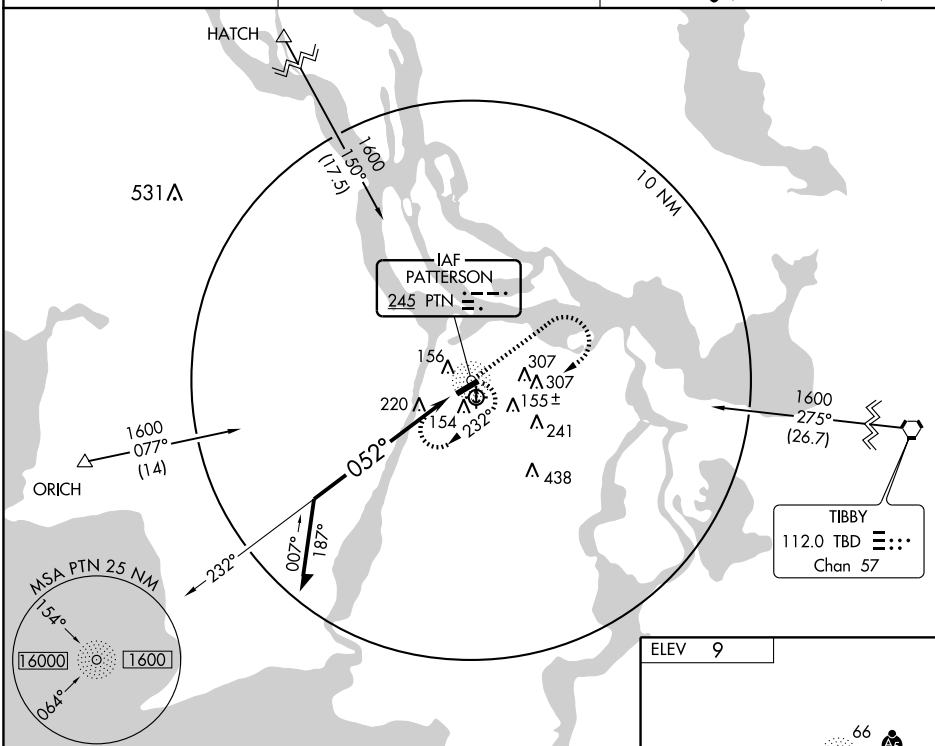


MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

AWOS-3
134.575

NEW ORLEANS APP CON
124.3 256.9

UNICOM
122.8 (CTAF) **0** (MIRL RWY 6-24)
122.9 **0** (MIRL RWY 4W-22W)



ELEV 9

Remain
within 10 NM

1600

NDB

1600

PTN

245

052°
to NDB

5399 X 150

TDZE
9

4500 X 100

CAUTION: Seaplane Slip

CATEGORY	A	B	C	D
S-6	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	NA

MIRL Rwy 6-24 **0**
REIL Rwy 6 **0**

RNAV (GPS) RWY 6

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

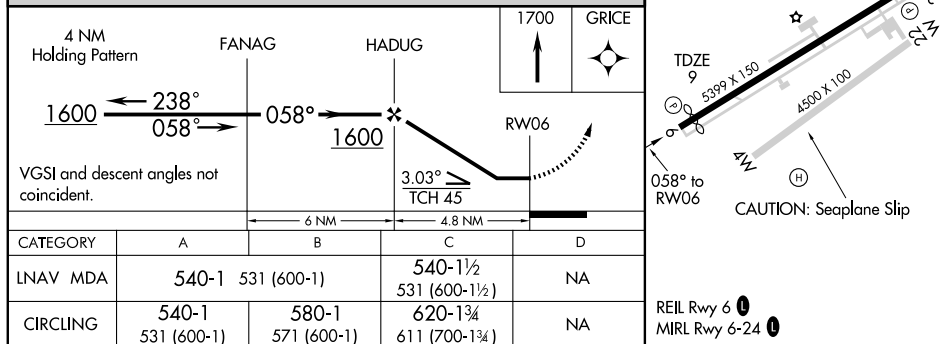
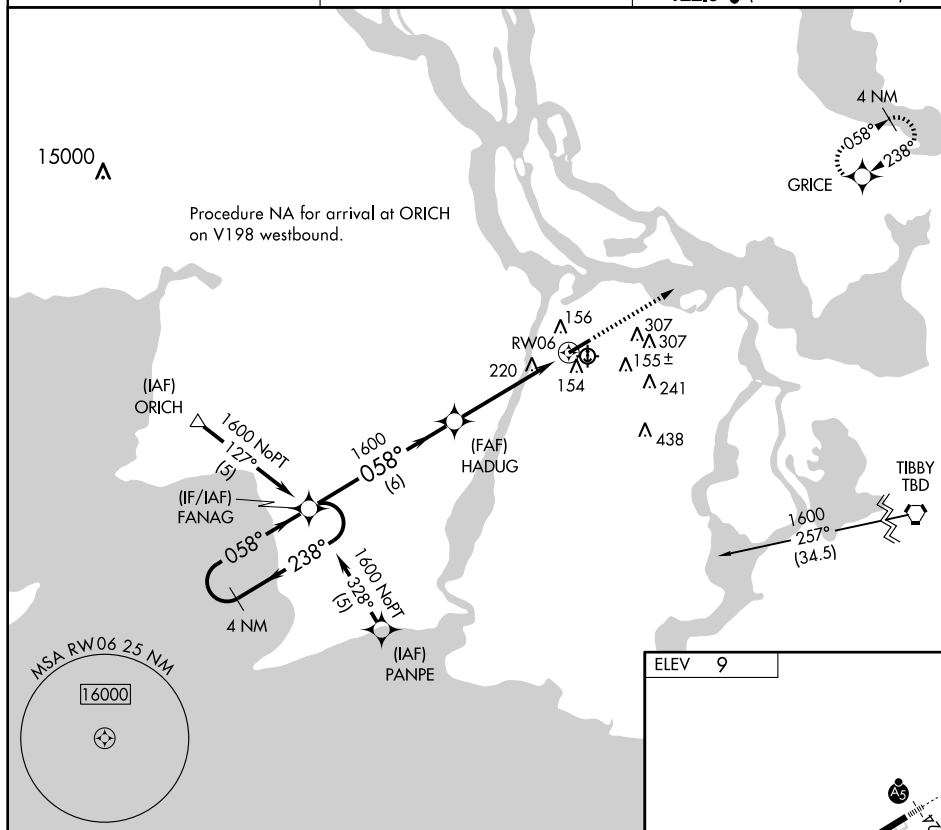
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
When VGSI inoperative, straight-in/circling Rwy 6
procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE WP and hold.

AWOS-3
134.575

NEW ORLEANS APP CON
124.3 256.9

UNICOM
122.8 (CTAF) 0 (MIRL RWY 6-24)
122.9 0 (MIRL RWY 4W-22W)



APP CRS 238°	Rwy Idg TDZE Apt Elev	5399 9 9
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RNAV (GPS) RWY 24

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

V BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.
Δ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

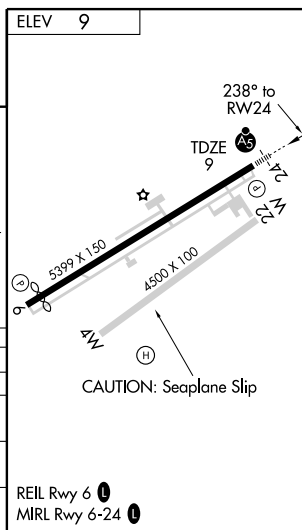
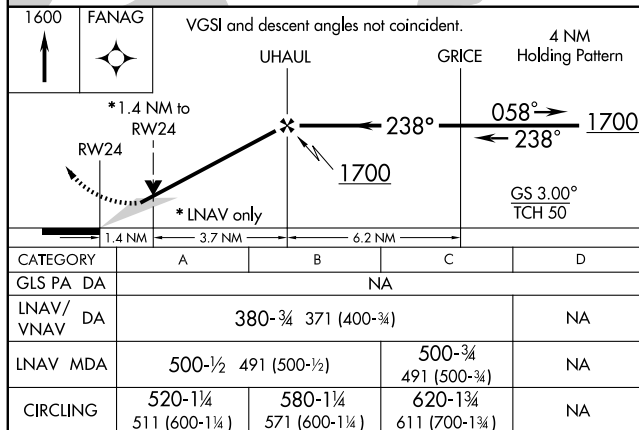
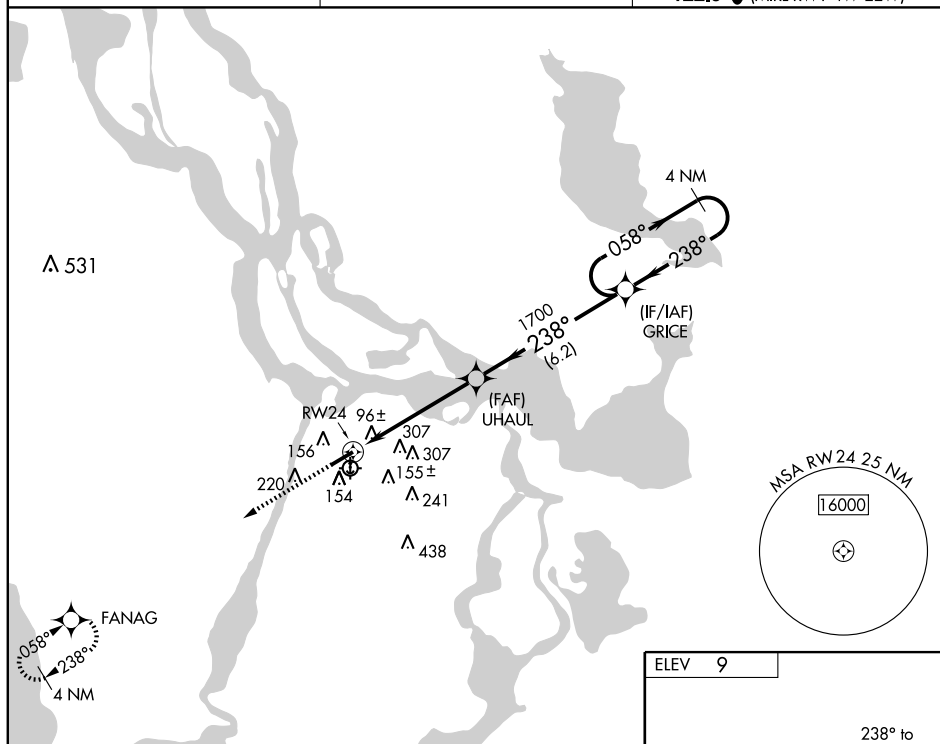


MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

AWOS-3
134.575

NEW ORLEANS APP CON
124.3 256.9

UNICOM
122.8 (CTAF) **0** (MIRL RWY 6-24)
122.9 **0** (MIRL RWY 4W-22W)



VORTAC TBD 112.0 Chan 57	APP CRS 274°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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VOR/DME-A

PATTERSON/HARRY P. WILLIAMS MEMORIAL (PTN)



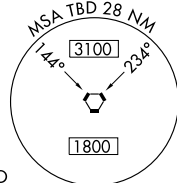
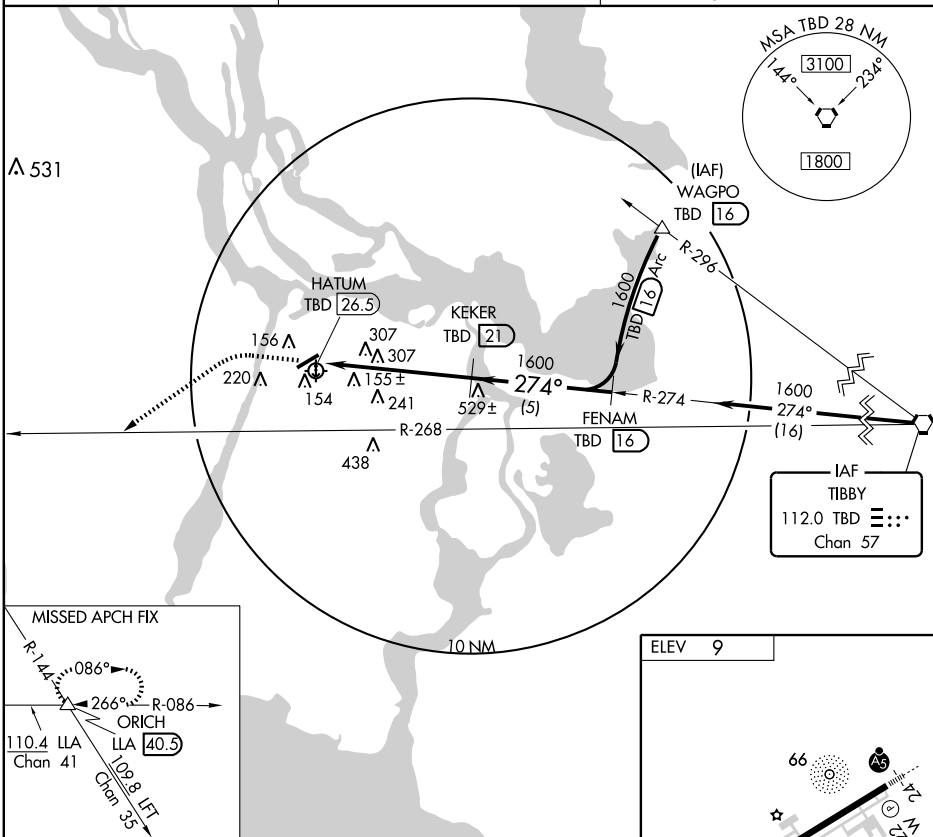
MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

AWOS-3
134.575

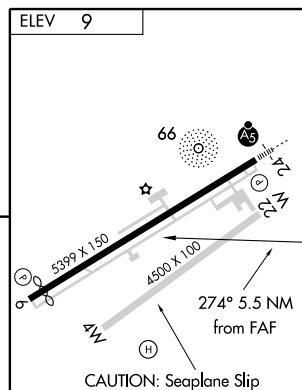
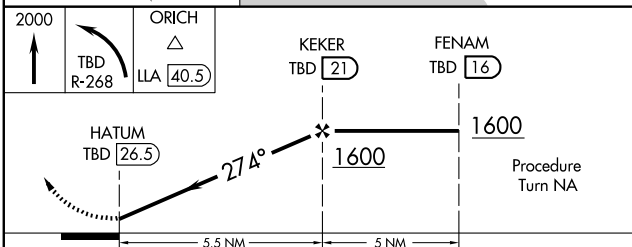
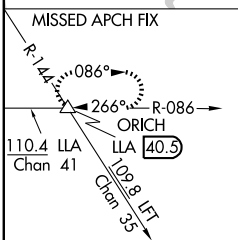
NEW ORLEANS APP CON
124.3 256.9

UNICOM
122.8 (CTAF) **0** (MIRL RWY 6-24)
122.9 **0** (MIRL RWY 4W-22W)

A 531



IAF
TIBBY
112.0 TBD
Chan 57



CATEGORY	A	B	C	D
CIRCLING	1160-1½ 1151 (1200-1½)	1160-1½ 1151 (1200-1½)	1160-3 1151 (1200-3)	NA

MIRL Rwy 6-24 **0**
REIL Rwy 6 **0**

POLK AAF (FORT POLK) (POE)(KPOE) A 7 SE UTC-6(-5DT) N31°02.69' W93°11.50'**HOUSTON**

330 B TPA—See Remarks NOTAM FILE DRI

L-218, 22E**Rwy 15-33:** H4100X100 (ASPH) PCN 36 F/A/W/T HIRL**DIAP****Rwy 15:** ODALS. REIL. PAPI(P4L). Thld displcd 200'.**Rwy 33:** ALSF1. REIL. PAPI(P4L).**MILITARY SERVICE:** LGT Rwy 15 and Rwy 33 PAPI OTS indef. **FUEL** J8 **OIL** O-156 **TRAN ALERT** Limited svc. No follow-me.

MILITARY REMARKS: Opr Mon-Fri 1300-0400Z. Closed weekends and fed hols. 24 hr ops during JRTC rotations. **RSTD** PPR 24 hr DSN 863-7328, C337-531-4831/7328. Ltd to C-130 & smaller acft. South & midfield twys clsd to all fixed winged acft. Parallel twy between twy A and midfield twy clsd to C-130 acft. **CAUTION** Steep drop-off at apch end of Rwy 15. Sinking asphalt on N ramp taxilane. No C-130 mooring points on ramp. C-130 aircrews must use wingwalkers when parking next to C-130 acft. Ltd afld signage. Faded non-reflective afld markings. **TFC PAT** All patterns W of fld. TPA—Fixed Wing tfc 1800(1470), Rotary Wing tfc 1000(670). **MISC** Rotary Wing Special VFR dalgt 500-1, ngt unaided/ngt vision goggles 700-2, Fixed Wing Special VFR not authorized. Rotary wing Special VFR recovery only dalgt 300-4/2, ngt unaided/Night Vision Devices 500-1, Fixed Wing Special VFR recovery not authorized. Surface visibility observation blocked NW-SE by hills, building and trees. Wx forecast avbl 26th OWS, DSN 781-4775, C1-866-223-9328 toll free.

COMMUNICATIONS: ATIS 134.85 234.3**R** APP/DEP CON 123.7 254.8**TOWER** 119.0 257.75 41.5 **GN D CON** 121.8 239.25**PMSV METRO** 134.1 249.75 40.35 **POE OPS** 36.05 374.2 **RANGE CON** 143.2 373.3 40.95**MEDEVAC OPS** 42.50 **FLT FOLLOWING** 123.7 254.8 (All flights ctc Polk apch 30 NM out.)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRI.(T) **VORTAC** 108.4 FXU Chan 21 N31°06.70' W93°13.07' 156° 4.2 NM to fld. 315/5E. Unusable 340°-029° byd 20 NM blo 3000'.**GATOR NDB (MHW)** 359 GUV N31°01.70' W93°11.09' 336° 1.1 NM to fld.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**POLLOCK MUNI** (L66) 4 SW UTC-6(-5DT) N31°28.65' W92°27.67'**HOUSTON**

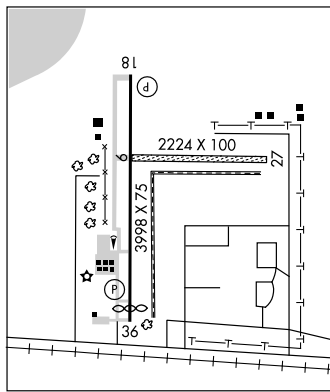
203 B NOTAM FILE DRI

L-218, 22E**Rwy 18-36:** H4499X75 (ASPH) S-49 MIRL**Rwy 18:** Trees. **Rwy 36:** Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z. First 1000' Rwy 18 CLOSED indef. Rwy 18-36 cracking and grass growing through cracks. Cracks in rwy > ¼ inch. Surface rough. Ponding/standing water outer edges of Rwy 18 apch. Helicopter running landings not authorized on Rwy 18-36. Extensive military operations. Rotating bcn located 1/2 mile SE of arpt. MIRL Rwy 18-36 preset low ints, to incr ints **ACTIVATE**-122.7.

COMMUNICATIONS: CTAF/UNICOM 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.**ALEXANDRIA (H) VORTACW** 116.1 AEX Chan 108 N31°15.40' W92°30.06' 006° 13.4 NM to fld. 80/3E. **HIWAS**.**RAYVILLE****JOHN H HOOKS JR MEM** (M79) 1 NW UTC-6(-5DT) N32°29.13' W91°46.26'**MEMPHIS**83 B S4 **FUEL** 100LL, JET A NOTAM FILE DRI**L-18F****Rwy 18-36:** H3998X75 (ASPH) S-12 MIRL**IAP****Rwy 18:** REIL. PAPI(P2L)—GA 3.5° TCH 58'. Trees.**Rwy 36:** REIL. PAPI(P2L)—GA 3.5° TCH 53'. Thld displcd 291'. Trees.**Rwy 09-27:** 2224X100 (TURF)**Rwy 09:** Trees. **Rwy 27:** P-line.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 18 thld displcd 1200' indef. Displcd thld markings NSTD-yellow. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low ints dusk to dawn, to increase ints **ACTIVATE**—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**MONROE APP/DEP CON** 126.9 (1200-0400Z)**R** **FORT WORTH CENTER APP/DEP CON** 126.325 (0400-1200Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.**MONROE (L) VORTACW** 117.2 MLU Chan 119 N32°31.01' W92°02.16' 095° 13.6 NM to fld. 80/3E. **HIWAS**.**MOLLY RIDGE NDB (MHW)** 338 MRK N32°24.55' W91°46.68' 002° 4.6 NM to fld. NOTAM FILE DRI.

NDB MRK	APP CRS	Rwy Idg	3707
<u>338</u>	002°	TDZE	82
		Apt Elev	83

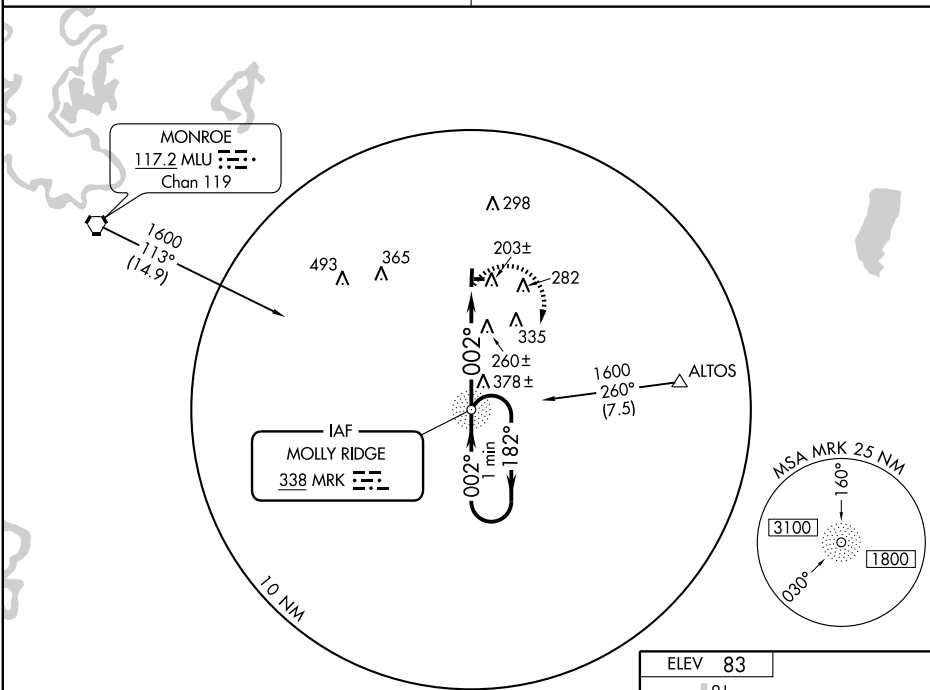
NDB RWY 36

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

T Use Monroe altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 direct MRK NDB and hold.

MONROE APP CON ★
126.9



UNICOM
122.8 (CTAF) **L**

SC-4, 23 SEP 2010 to 21 OCT 2010

2049

One Minute Holding Pattern

NDB

1600	MRK
	
	338

1 600

002°.

3.119

ICR

4.5 DIM

CATEGORY

A	B
660-1	578 (600-1)

NA

CIRCLING

660-1	680-1
577 (600-1)	597 (600-1)

NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:20	3:00	2:15	1:48	1:20

RAYVILLE, LOUISIANA

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

Amdt 3 09071

32°29'N-91°46'W

NDB RWY 36

WAAS CH 58011 W18A	APP CRS 180°	Rwy Idg 3998 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 18

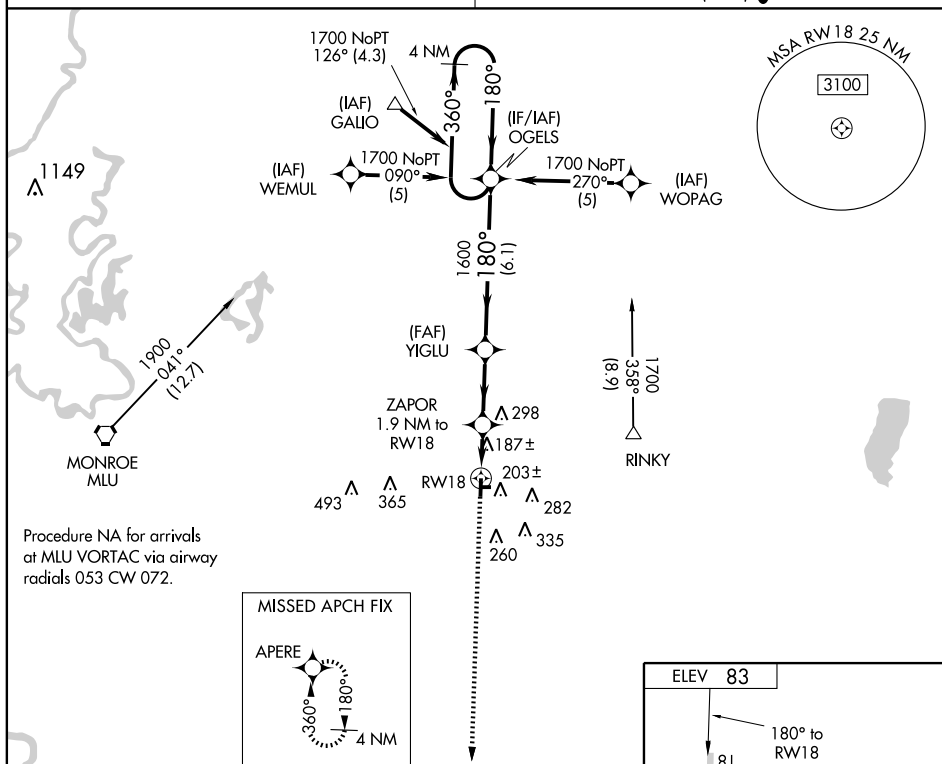
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility 1/4 mile all Cats.

MISSED APPROACH:
Climb to 1600 direct
APERE and hold.

MONROE APP CON ★
126.9

UNICOM
122.8 (CTAF) **0**



1600

↑

APERE

✦

*LNAV only

4 NM Holding Pattern

OGELS

360° →

← 180°

1700

YIGLU

180°

1600

VGSI and RNAV glidepath not coincident.

GS 3.00°

TCH 40

ZAPOR

1.9 NM to RW18

*720

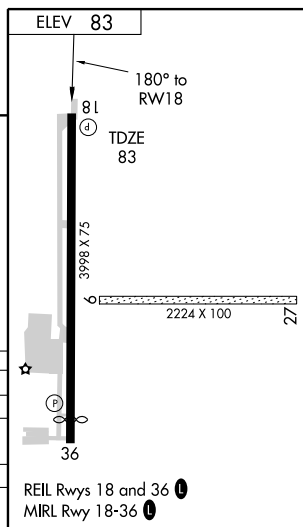
RW18

1.9 NM

2.7 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	457-1¼	374 (400-1¼)		NA
LNAV/VNAV DA	518-1½	435 (500-1½)		NA
LNAV MDA	480-1	397 (400-1)		NA
CIRCLING	580-1	497 (500-1)		NA



WAAS CH 78111 W36A	APP CRS 360°	Rwy Idg 3707 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 36

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

▼ ▲ NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.	MISSED APPROACH: Climb to 1700 direct OGELS and hold.
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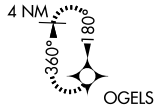
MONROE APP CON ★

126.9

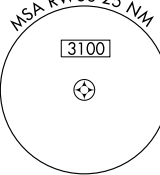
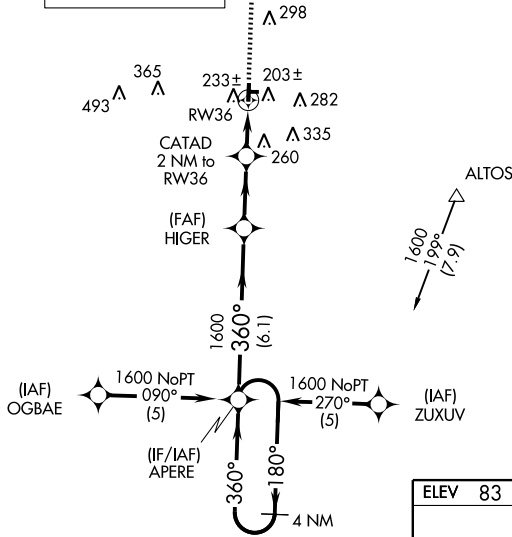
UNICOM

122.8 (CTAF) 0

MISSED APCH FIX

MONROE
MLU

Procedure NA for arrivals
at MLU VORTAC via airway
radials 087 CW 157.

2049
▲

ELEV 83

4 NM
Holding Pattern

APERE

HIGER

1700

OGELS

1600

180°

360°

360°

1600

GS 3.00°
TCH 40VGSI and RNAV glidepath
not coincident.

1600

*740

CATAD
2 NM to
RW36

*LNNAV only

RW36

6.1 NM

2.6 NM

2 NM

CATEGORY

A

B

C

D

LPV DA

459-1¼

376 (400-1¼)

NA

LNNAV/
VNAV DA

515-1½

432 (500-1½)

NA

LNNAV MDA

600-1

517 (600-1)

NA

CIRCLING

600-1

517 (600-1)

NA

81

3998 X 75

2224 X 100

27

TDZE

83

36

360° to
RW36

REIL Rwy 18 and 36

MIRL Rwy 18-36

VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 83
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VOR/DME-A

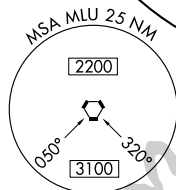
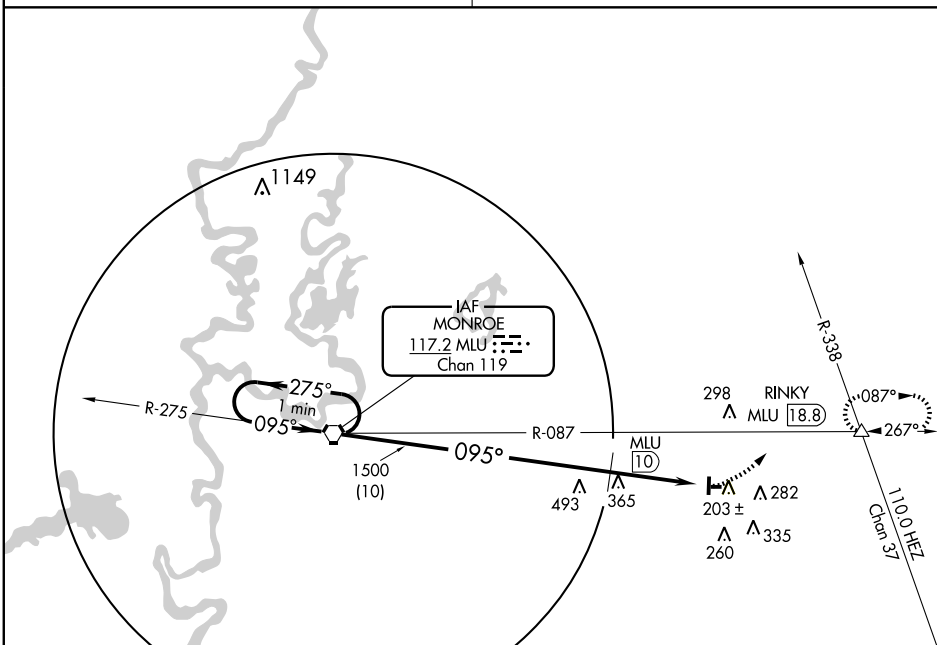
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

Use Monroe altimeter setting.
NA

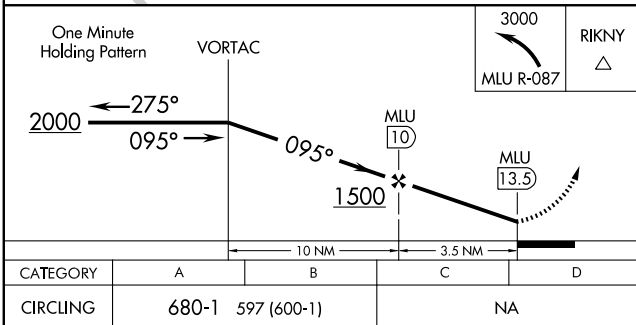
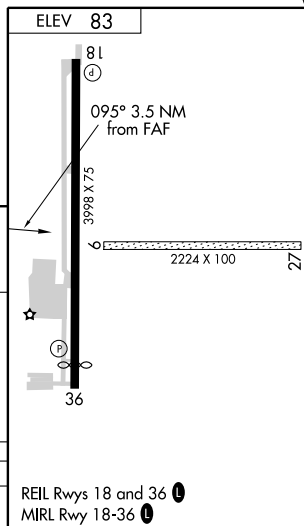
MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

MONROE APP CON *
126.9

UNICOM
122.8 (CTAF) **0**



NoPT for arrivals on MLU VORTAC
airway radials 157 CW 038.



RESERVE N30°05.25' W90°35.32' NOTAM FILE MSY.
(L) VORW/DME 110.8 RQR Chan 45 at Saint John The Baptist Parish. 5/2E.

NEW ORLEANS
L-21B, 22F, GOMC

RESERVE

SAINT JOHN THE BAPTIST PARISH (1LØ) 2 NW UTC-6(-5DT) N30°05.22' W90°34.96'

NEW ORLEANS
L-21B, 22F, GOMC
IAP

7 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3999X75 (ASPH) MIRL

RWY 17: REIL PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 35: REIL. PAPI(P2L)—GA 3.5° TCH 50'. Rgt tfc.

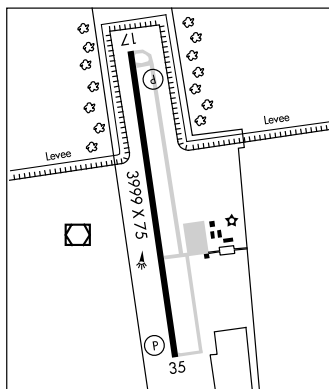
AIRPORT REMARKS: Attended 1330-2200Z+. For attendant after hrs call 504-416-5988. Fuel avbl 24 hrs self svc with credit card. Birds on and in/ov arpt. Extensive ultralight activity. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

® NEW ORLEANS APP/DEP CON 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' at fld. 5/2E.



RUNDI N30°34.97' W91°12.66' NOTAM FILE BTR.
NDB (LOM) 284 BT 130° 4.4 NM to Baton Rouge Metropolitan, Ryan Fld.

HOUSTON
L-21B, 22F

RUSTON RGNL (RSN) 3 E UTC-6(-5DT) N32°30.88' W92°35.31'
311 B S2 FUEL 100LL, JET A TPA-1311(1000) NOTAM FILE RSN

MEMPHIS
H-6I, L-17E
IAP

RWY 18-36: H5000X100 (ASPH) MIRL. 0.7% up S

RWY 18: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P4L)—GA 3.5° TCH 35'. Thld dsplcd 199'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Numerous training acft in vicinity. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.525 (318) 242-0062.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.35 (DE RIDDER RADIO)

® MONROE APP/DEP CON 126.9 (1200-0400Z+) CLNC DEL 118.8

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z+)

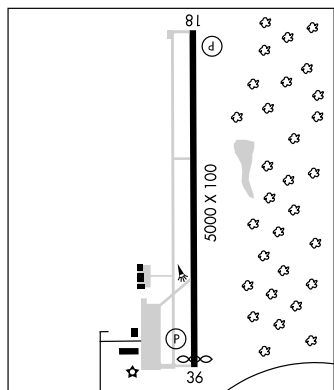
RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 267° 28.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 368 ROQ N32°36.52' W92°35.31' 177° 5.6 NM to fld. NOTAM FILE RSN. Unmonitored.

STUCKEY NDB (MHW) 350 TUF N32°24.53' W92°35.37' 357° 6.3 NM to fld. NOTAM FILE RSN. Unmonitored.



SABAR N32°27.25' W92°06.25' NOTAM FILE MLU.
NDB (LOM) 392 ML 042° 4.8 NM to Monroe Rgnl. Unmonitored when Monroe Rgnl tower clsd.

MEMPHIS
L-18F

SABINE 13B VBS N29°28.70' W93°38.30'
AWOS-3 119.075

L-19E, L-21B, GOMW

SAINT JOHN THE BAPTIST PARISH (See RESERVE)

APP CRS	Rwy Idg	3999
170°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 17

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

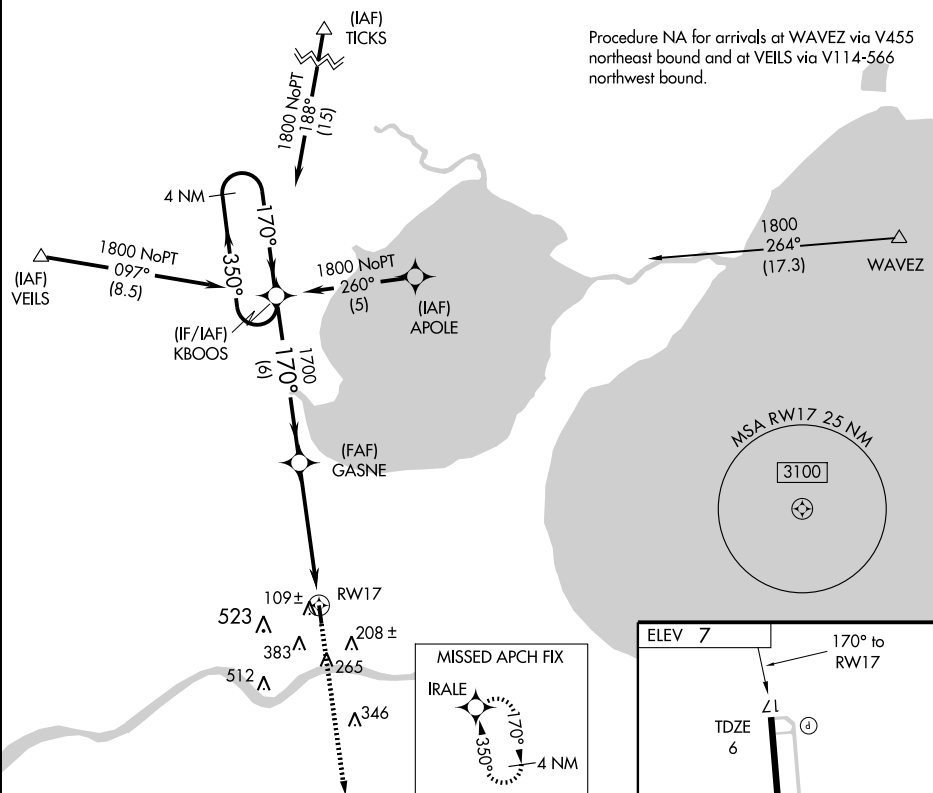
▼ DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA.
▲ NA Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

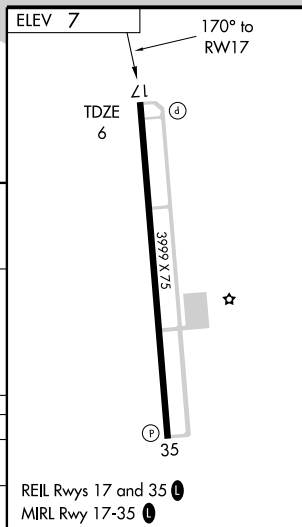
LOUIS ARMSTRONG NEW ORLEANS INTL
 ATIS
127.55

NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF) 0



4 NM Holding Pattern				
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
RNAV MDA	540-1	534 (600-1)	540-1½ 534 (600-1½)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA



WAAS CH 87111 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	3999 7 7
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RNAV (GPS) RWY 35

RESERVE/ ST JOHN THE BAPTIST PARISH (1L0)

NA Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

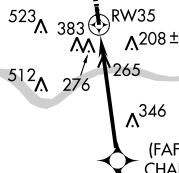
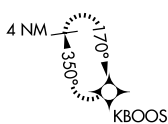
MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL
ATIS
127.55

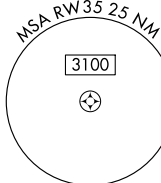
NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



2003

TIBBY
TBD(IAF)
FITUS2100
083°
(16.3)(IF/IAF)
IRALE2000 NoPT
080°
(5)(IAF)
BTOWN2000 NoPT
260°
(5)2000 NoPT
170°
(5)2000 NoPT
335°
(11)(IAF)
OLEDD

4 NM

2000

170°

350°

4.9 NM

6.2 NM

4 NM

Holding Pattern

IRALE

CHAPI

RW35

1800

KBOOS

1800

350°

170°

2000

VGS and RNAV Glidepath not coincident.

GS 3.30°

TCH 55

CATEGORY

A

B

C

D

LPV DA

490-1½

483 (500-1½)

NA

LNAV/VNAV DA

695-2¼

688 (700-2¼)

NA

LNAV MDA

700-1

693 (700-1)

700-2

693 (700-2)

NA

CIRCLING

740-1

733 (800-1)

740-2

733 (800-2)

NA

ELEV 7

ZL

3999 X 75

TDZE 7

35

REIL Rwy 17 and 35
MIRL Rwy 17-35

VOR/DME RQR 110.8 Chan 45	APP CRS 335°	Rwy Idg TDZE Apt Elev 3999 7 7
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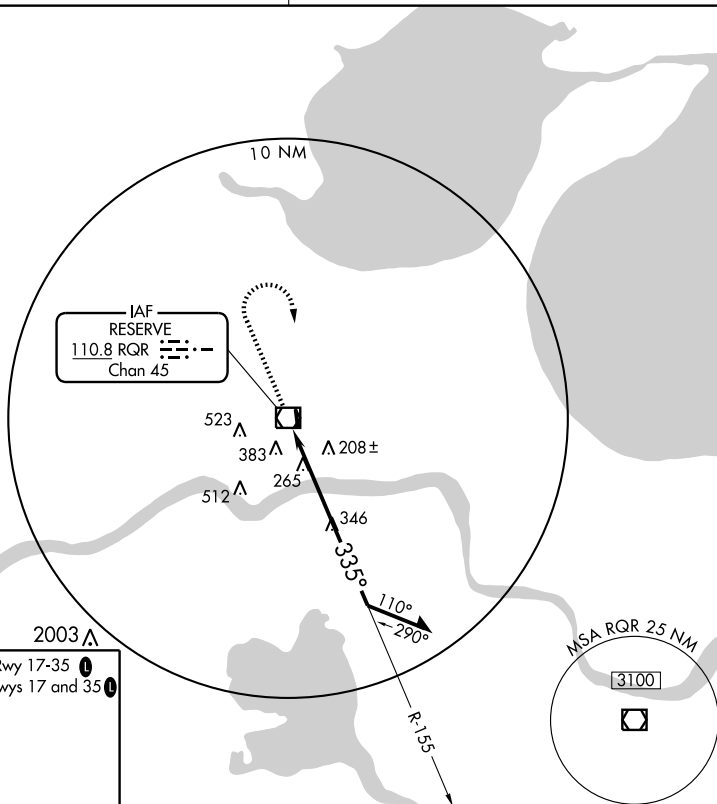
VOR RWY 35RESERVE/ ST JOHN THE BAPTIST PARISH (1L \emptyset)

Use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF) \emptyset



ELEV 7 MRL Rwy 17-35 \emptyset
REIL Rws 17 and 35 \emptyset

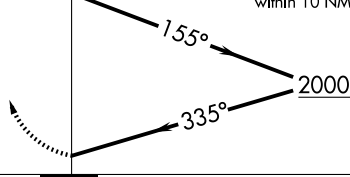
2003 Δ

3999 X 75
35
335° to VOR/DME

TDZE 7

1500	2000	RQR
		110.8

VOR/DME Remain within 10 NM



CATEGORY	A	B	C	D
S-35	740-1	733 (800-1)	740-2 733 (800-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

RESERVE N30°05.25' W90°35.32' NOTAM FILE MSY.
(L) VORW/DME 110.8 RQR Chan 45 at Saint John The Baptist Parish. 5/2E.

NEW ORLEANS
L-21B, 22F, GOMC

RESERVE

SAINT JOHN THE BAPTIST PARISH (1LØ) 2 NW UTC-6(-5DT) N30°05.22' W90°34.96'

NEW ORLEANS
L-21B, 22F, GOMC
IAP

7 B FUEL 100LL, JET A NOTAM FILE DRI

RWY 17-35: H3999X75 (ASPH) MIRL

RWY 17: REIL PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 35: REIL PAPI(P2L)—GA 3.5° TCH 50'. Rgt tfc.

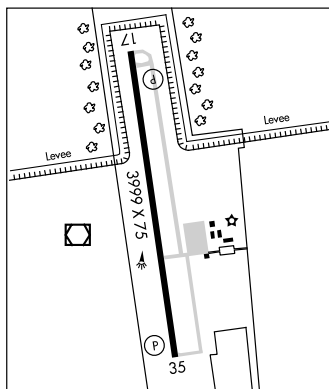
AIRPORT REMARKS: Attended 1330-2200Z+. For attendant after hrs call 504-416-5988. Fuel avbl 24 hrs self svc with credit card. Birds on and in/ov arpt. Extensive ultralight activity. MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

® NEW ORLEANS APP/DEP CON 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MSY.

RESERVE (L) VORW/DME 110.8 RQR Chan 45 N30°05.25' W90°35.32' at fld. 5/2E.



RUNDI N30°34.97' W91°12.66' NOTAM FILE BTR.
NDB (LOM) 284 BT 130° 4.4 NM to Baton Rouge Metropolitan, Ryan Fld.

HOUSTON
L-21B, 22F

RUSTON RGNL (RSN) 3 E UTC-6(-5DT) N32°30.88' W92°35.31'
311 B S2 FUEL 100LL, JET A TPA-1311(1000) NOTAM FILE RSN

MEMPHIS
H-6I, L-17E
IAP

RWY 18-36: H5000X100 (ASPH) MIRL. 0.7% up S

RWY 18: PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 36: PAPI(P4L)—GA 3.5° TCH 35'. Thld dsplcd 199'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Numerous training acft in vicinity. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.525 (318) 242-0062.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.35 (DE RIDDER RADIO)

® MONROE APP/DEP CON 126.9 (1200-0400Z+) CLNC DEL 118.8

® FORT WORTH CENTER APP/DEP CON 126.325 (0400-1200Z+)

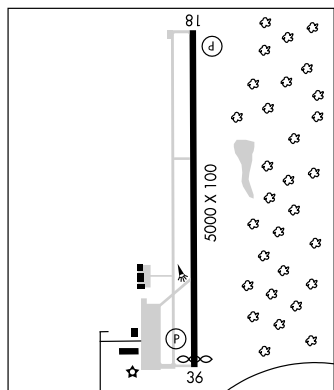
RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01'

W92°02.16' 267° 28.0 NM to fld. 80/3E. HIWAS.

NDB (MHW) 368 ROQ N32°36.52' W92°35.31' 177° 5.6 NM to fld. NOTAM FILE RSN. Unmonitored.

STUCKEY NDB (MHW) 350 TUF N32°24.53' W92°35.37' 357° 6.3 NM to fld. NOTAM FILE RSN. Unmonitored.



SABAR N32°27.25' W92°06.25' NOTAM FILE MLU.
NDB (LOM) 392 ML 042° 4.8 NM to Monroe Rgnl. Unmonitored when Monroe Rgnl tower clsd.

MEMPHIS
L-18F

SABINE 13B VBS N29°28.70' W93°38.30'
AWOS-3 119.075

L-19E, L-21B, GOMW

SAINT JOHN THE BAPTIST PARISH (See RESERVE)

APP CRS 177°	Rwy Idg 5000
	TDZE 297
	Apt Elev 311

GPS RWY 18

RUSTON RGNL (RSN)

▲ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

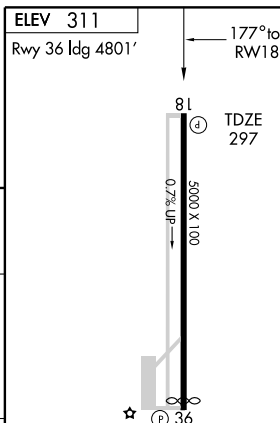
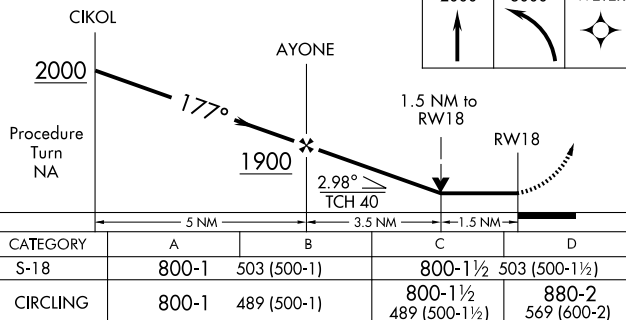
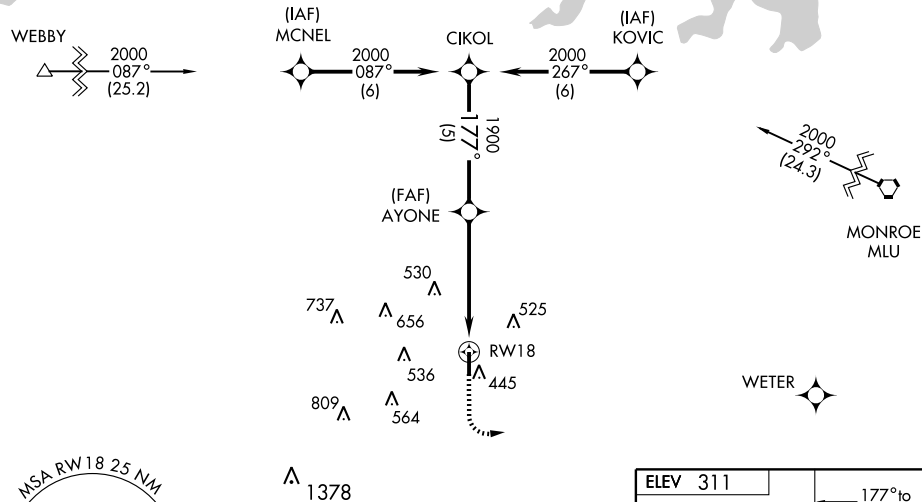
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct WETER.

AWOS-3
119.525

MONROE APP CON★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) ①



MIRL Rwy 18-36 ①

APP CRS 357°	Rwy Idg TDZE Apt Elev	4801 311 311
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GPS RWY 36

RUSTON RGNL (RSN)



If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

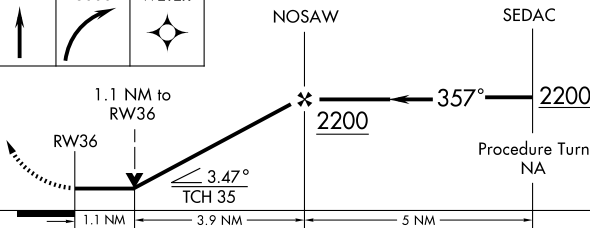
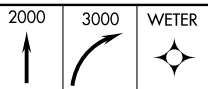
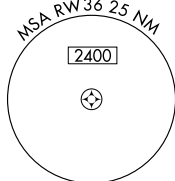
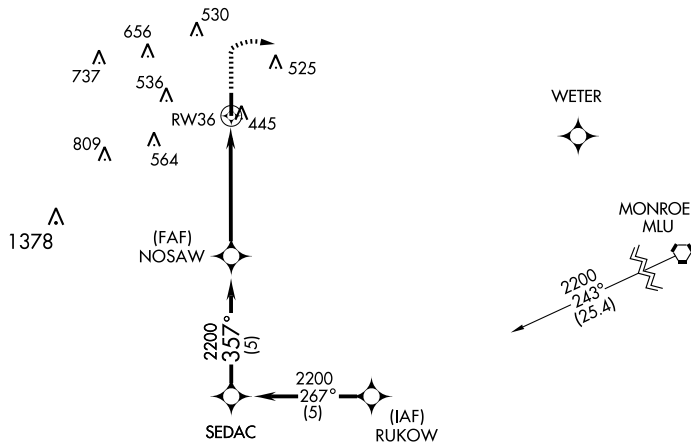
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WETER WP.

AWOS-3
119.525

MONROE APP CON ★
126.9 307.9

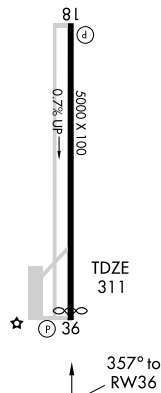
CLNC DEL
118.8

UNICOM
122.7 (CTAF) ①



CATEGORY	A	B	C	D
S-36	760-1 449 (500-1)		760-1¼ 449 (500-1¼)	760-1½ 449 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

ELEV 311 Rwy 36 Idg 4801'



MIRL Rwy 18-36 ①

NDB ROQ 368	APP CRS 177°	Rwy Idg TDZE Apt Elev	5000 297 311
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NDB RWY 18

RUSTON RGNL (RSN)

▲ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

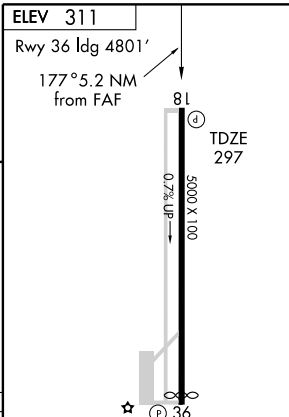
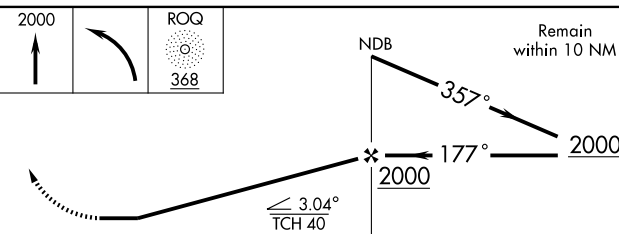
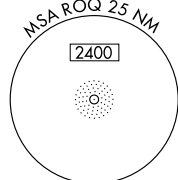
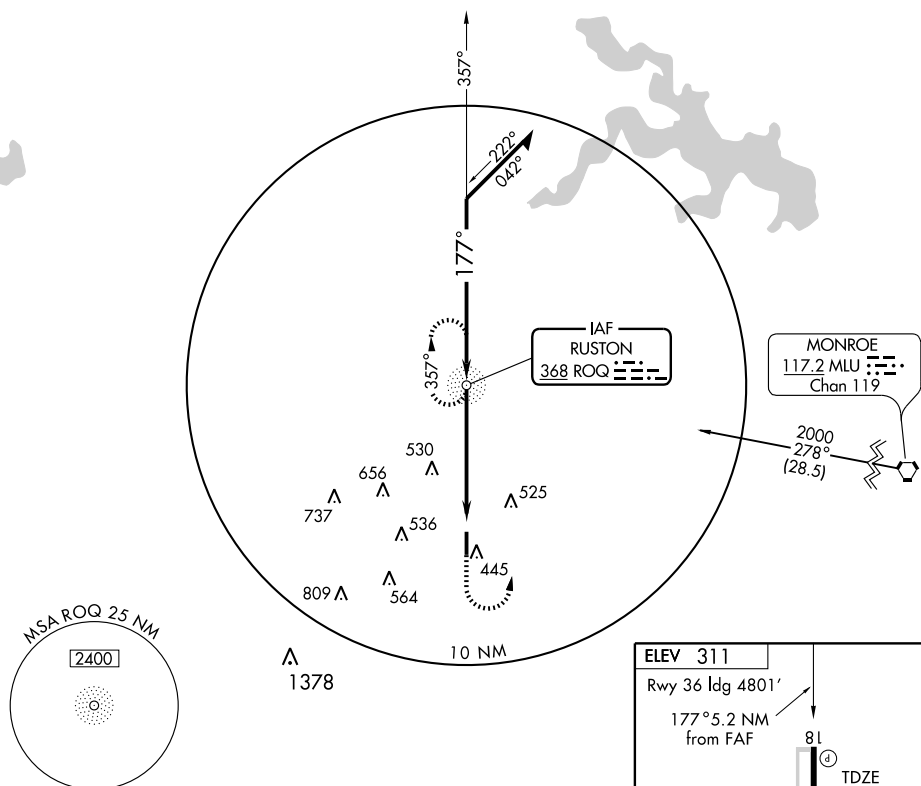
MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3
119.525

MONROE APP CON ★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-18	900-1	603 (600-1)	900-1¾ 603 (600-1¾)	900-2 603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	900-2 589 (600-2)

MIRL Rwy 18-36 0					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TUF NDB 350	APP CRS 358°	Rwy Idg TDZE Apt Elev	4801 311 311
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NDB RWY 36

RUSTON RGNL (RSN)

▲ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

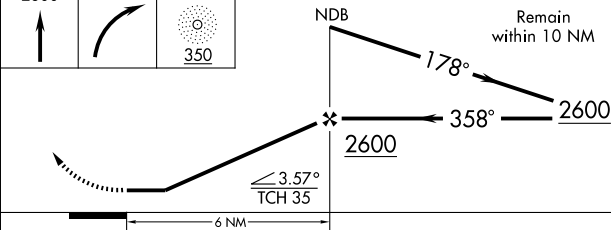
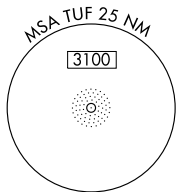
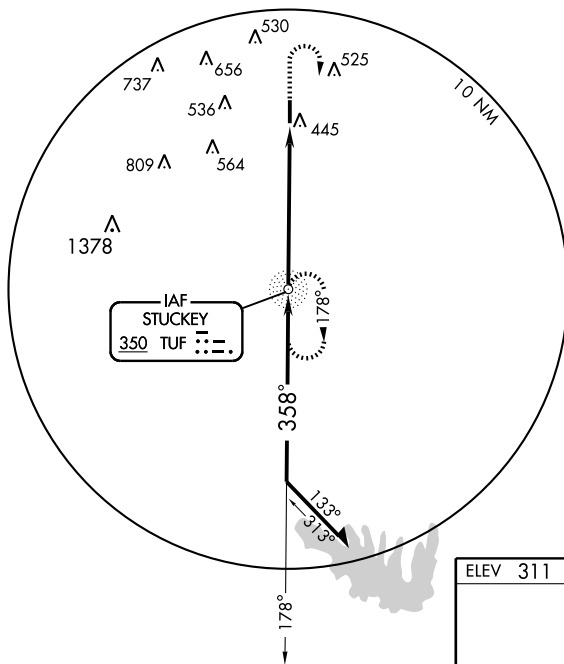
MISSED APPROACH: Climb to 2600, then right turn direct TUF NDB and hold.

AWOS-3
119.525

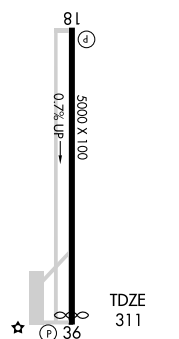
MONROE APP CON★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) 0



ELEV 311 Rwy 36 Idg 4801'



CATEGORY	A	B	C	D
S-36	800-1 489 (500-1)		800-1½ 489 (500-1½)	800-1½ 489 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

VORTAC MLU	APP CRS	Rwy ldg TDZE	N/A
117.2	267°		N/A
Chan 119		Apt Elev	311

VOR/DME-A
RUSTON RGNL (RSN)

▲ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

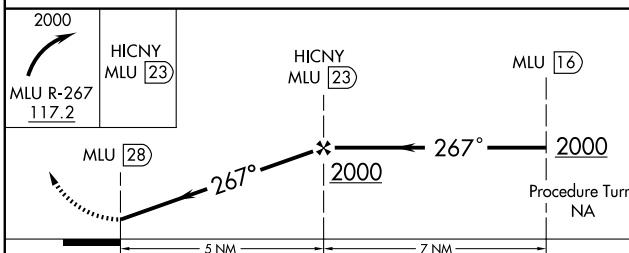
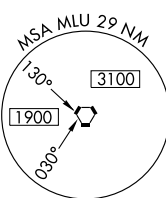
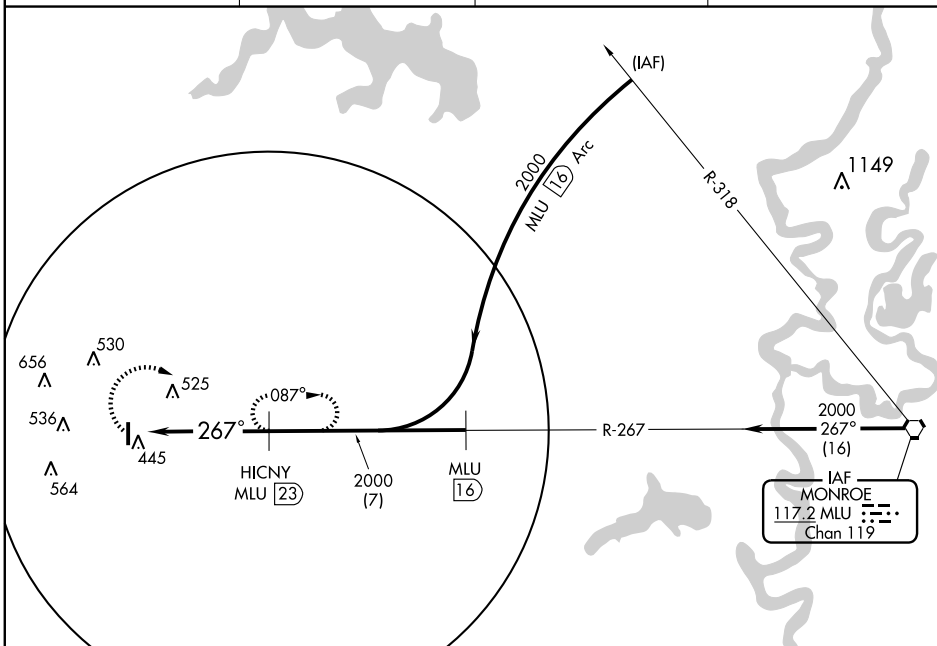
MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

AWOS-3
119.525

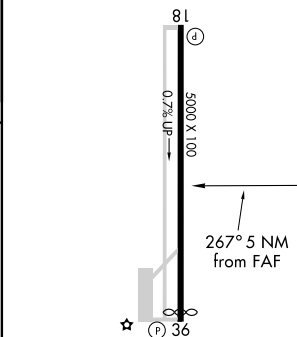
MONROE APP CON ★
126.9 307.9

CLNC DEL
118.8

UNICOM
122.7 (CTAF) **0**



ELEV 311
Rwy 36 ldg 4801'



MIRL Rwy 18-36 **0**

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)	Min:Sec					

RUSTON, LOUISIANA
Orig-B 08101

32°31'N - 92°35'W

RUSTON RGNL (RSN)
VOR/DME-A

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA

ASOS
118.525
DOWNTOWN TOWER★
120.225 284.6
GND CON
121.65
CLNC DEL
120.75 (When Tower Closed)

HANGARS

A 268 ±

ELEV
178

71

G

H

P

R

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

HANGARS

ELEV
178

72

32°32.5' N

GENERAL
AVIATION
PARKING

TERMINAL

GENERAL
AVIATION
PARKINGNON-MOVEMENT
AREAELEV
172

5

3200 X 75

5018 X 150

260

CONTROL TOWER
250FIELD
ELEV
179

73

32°32' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23
S-12.5
RWY 14-32
S-35, D-55

93°45' W

93°44.5' W

AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT DOWNTOWN (DTN)

ST JOSEPH

TENSAS PARISH (L33) 4 NE UTC-6(-5DT) N31°58.40' W91°19.32'

HOUSTON

74 B FUEL 100LL NOTAM FILE DRI

L-18F

RWY 16-34: H3500X75 (ASPH) S-12 MIRL

RWY 16: Road. RWY 34: Trees.

AIRPORT REMARKS: Unattended. For arpt attendant call 318-766-4585 or 318-301-0222. MIRL Rwy 16-34 preset low ints, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 126° 52 NM to fld. 80/3E.
HIWAS.

ST TAMMANY RGNL (See COVINGTON)

ST LANDRY PARISH-AHART FLD (See OPELOUSAS)

SALSA GHB N27°50.42' W91°59.27'

L-21B, GOMC

AWOS-3 118.025

SAVRY N32°14.72' W91°01.55' NOTAM FILE DRI.

MEMPHIS

NDB (MHW/LOM) 344 TV 357° 6.4 NM to Vicksburg Tallulah Rgnl.

L-18F

SAWMILL N31°58.39' W92°40.63' NOTAM FILE DRI.

HOUSTON

(H) VORW/DME 113.75 SWB Chan 84(Y) at David G. Joyce. 164/2E.

H-61, L-22E

Unusable 216°-232° blo 6,500' and 233°-215° blo 2,500'.

SCOTT (See TALLULAH)

SHIP SHOAL SPR N28°35.93' W91°12.38'

L-21B, GOMC

AWOS-3 120.525

SHREVEPORT

SHREVEPORT DOWNTOWN (DTN) 3 N UTC-6(-5DT) N32°32.41' W93°44.70'

MEMPHIS

179 B S4 FUEL 100LL, JET A OX 2, 3 NOTAM FILE DTN

H-61, L-13D, 17E

RWY 14-32: H5018X150 (ASPH) S-35, D-55 HIRL

IAP, AD

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 29'. Trees.

RWY 05-23: H3200X75 (ASPH) S-12.5 MIRL

RWY 05: REIL. PAPI(P2L)—GA 4.0°. Thld displcd 230'. Bldg.

RWY 23: REIL. PAPI(P2L)—GA 4.0°. Trees.

AIRPORT REMARKS: Attended dawn-dusk. All VFR tfc remain within 1½ miles NE thru SW from the center of the arpt due to Shreveport/Barksdale AFB CLASS C airspace. Birds on and invof arpt. Rwy 14 designated calm wind rwy. Rwy 05-23 has minor cracking. Acft/vehicles not visible from twr on north 685' of Twy F. Twy F lghts OTS indef. Rwy 05 PAPI and REIL OTS indef. Rwy 23 PAPI and REIL OTS indef. Rotating bcn ots indef.

WEATHER DATA SOURCES: ASOS 118.525 (318) 425-7967.

COMMUNICATIONS: CTAF 120.225 UNICOM 122.95

SHREVEPORT RCO 122.6 (DE RIDDER RADIO)

⑧ SHREVEPORT APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)

(1200-0600Z) 121.4 (0600-1200Z)

CLNC DEL 120.75 (when twr clsd)

TOWER 120.225 (1300-0400Z)

GND CON 121.65

AIRSPACE: CLASS D svc 1300-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 160° 14.2 NM to fld. 190/7E.

DOWNTOWN (T) VORW 108.6 DTN N32°32.39' W93°44.48' at fld. NOTAM FILE DTN.

VOR unusable:

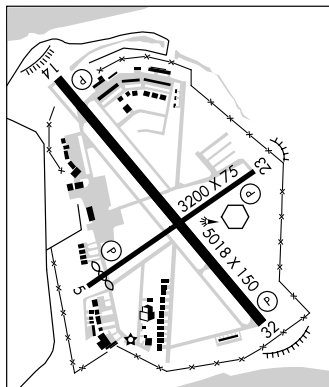
070°-100° beyond 10 NM below 7000'

246°-265° beyond 11 NM below 4500'

180°-245° beyond 17 NM below 2500'

266°-280° beyond 23 NM below 2500'

ILS/DME 111.7 I-DTN Chan 54 Rwy 14. LOC only.



LOC I-DTN 111.7 Chan 54	APP CRS 133°	Rwy Idg TDZE Apt Elev	5018 179 179
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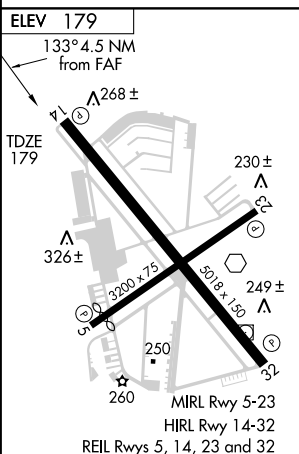
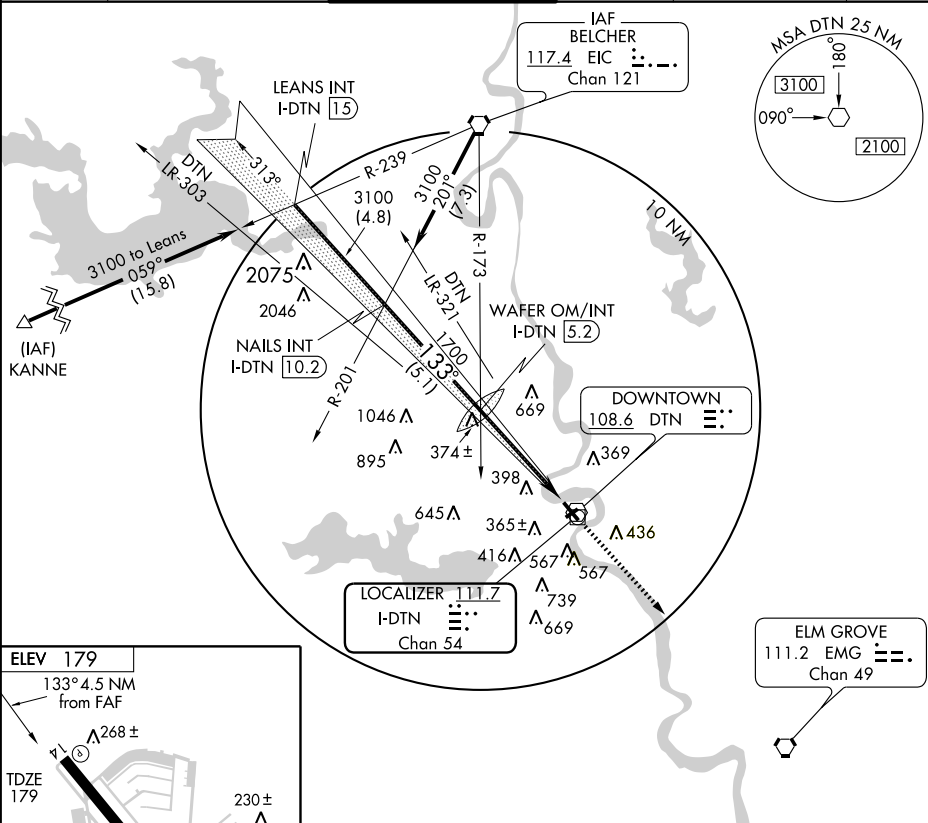
LOC RWY 14

SHREVEPORT DOWNTOWN (DTN)



MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 120.75 (When tower closed)	UNICOM 122.95
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FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LEANS INT I-DTN (15)		NAILS INT I-DTN (10.2)		WAVER OM/INT I-DTN (5.2)		2000	EMG
3100		3100		1700		↑	111.2
Procedure Turn NA		133°		133°		I-DTN (1)	
VGSI and descent angles not coincident.		4.8 NM		5.1 NM		4.2 NM	
CATEGORY		A		B		C	
S-14		600-1		421 (500-1)		600-1¼	
CIRCLING		800-1		920-1¼		920-2¼	
		621 (700-1)		741 (800-1¼)		741 (800-2¼)	
						920-2½	
						741 (800-2½)	

WAAS CH 97399 W14A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5018 179 179
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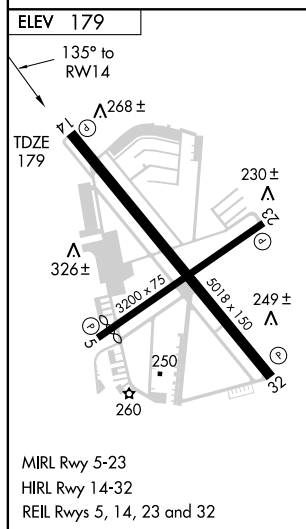
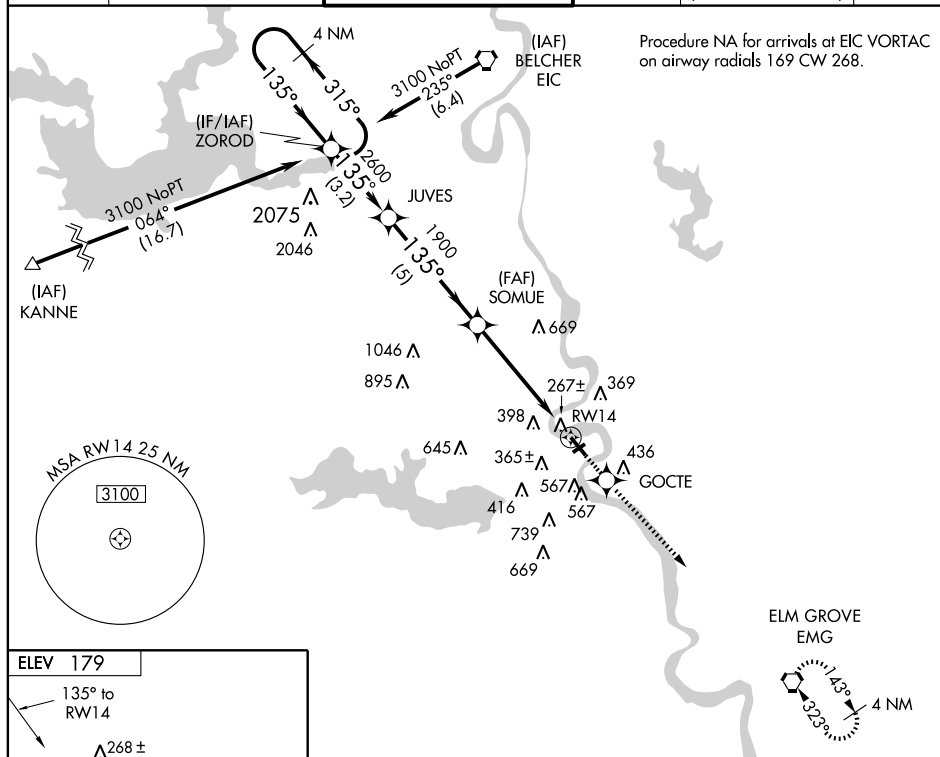
RNAV (GPS) RWY 14

SHREVEPORT DOWNTOWN (DTN)

▼ Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 120.75 (When tower closed)	UNICOM 122.95
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4 NM Holding Pattern		3100	GOCTE	EMG
ZOROD		JUVES	SOMUE	RWY 14
3100 ← 315°		135° →	2600	1900
GS 3.00° TCH 40				
3.2 NM		5 NM	5.2 NM	
CATEGORY	A	B	C	D
LPV DA	488-1 309 (400-1)			
LNAV/VNAV DA	697-1¾ 518 (600-1¾)			
LNAV MDA	800-1	621 (700-1)	800-1¾	800-2
			621 (700-1¾)	621 (700-2)
CIRCLING	800-1¾	920-1¾	920-2¾	920-2½
	621 (700-1¾)	741 (800-1¾)	741 (800-2¾)	741 (800-2½)

VOR DTN 108.6	APP CRS 125°	Rwy Idg TDZE Apt Elev	5018 179 179
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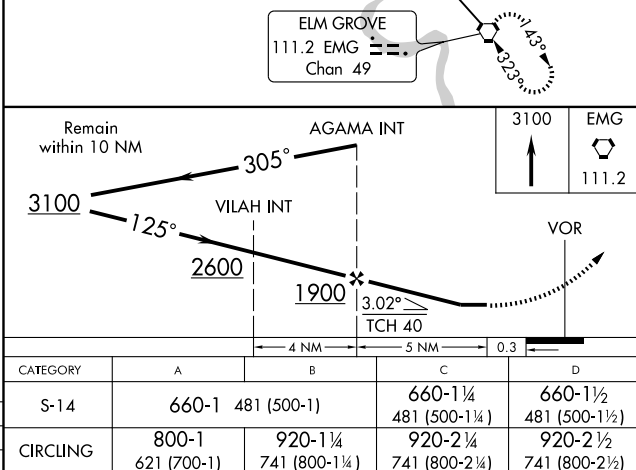
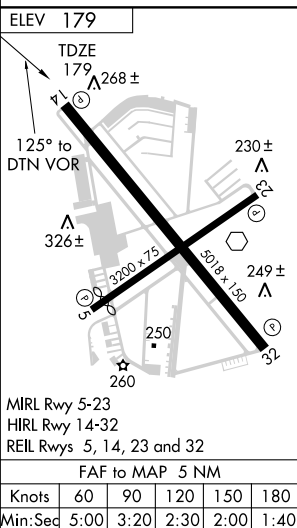
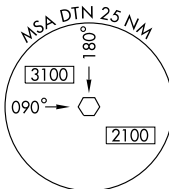
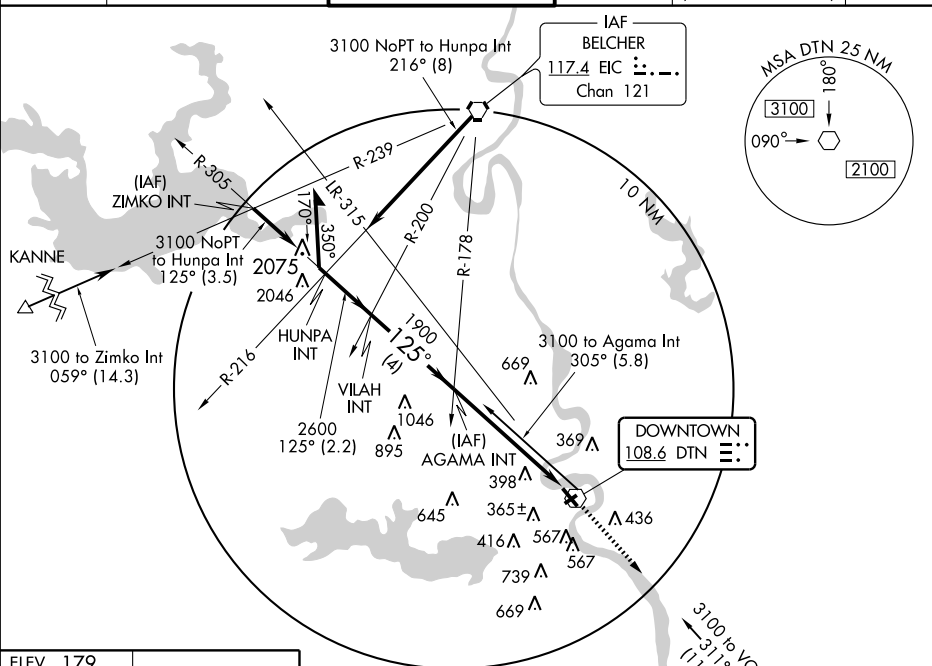
VOR RWY 14

SHREVEPORT DOWNTOWN (DTN)

▼ If local altimeter setting not received, use Shreveport
 ▲ Regional altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 120.75 (When tower closed)	UNICOM 122.95
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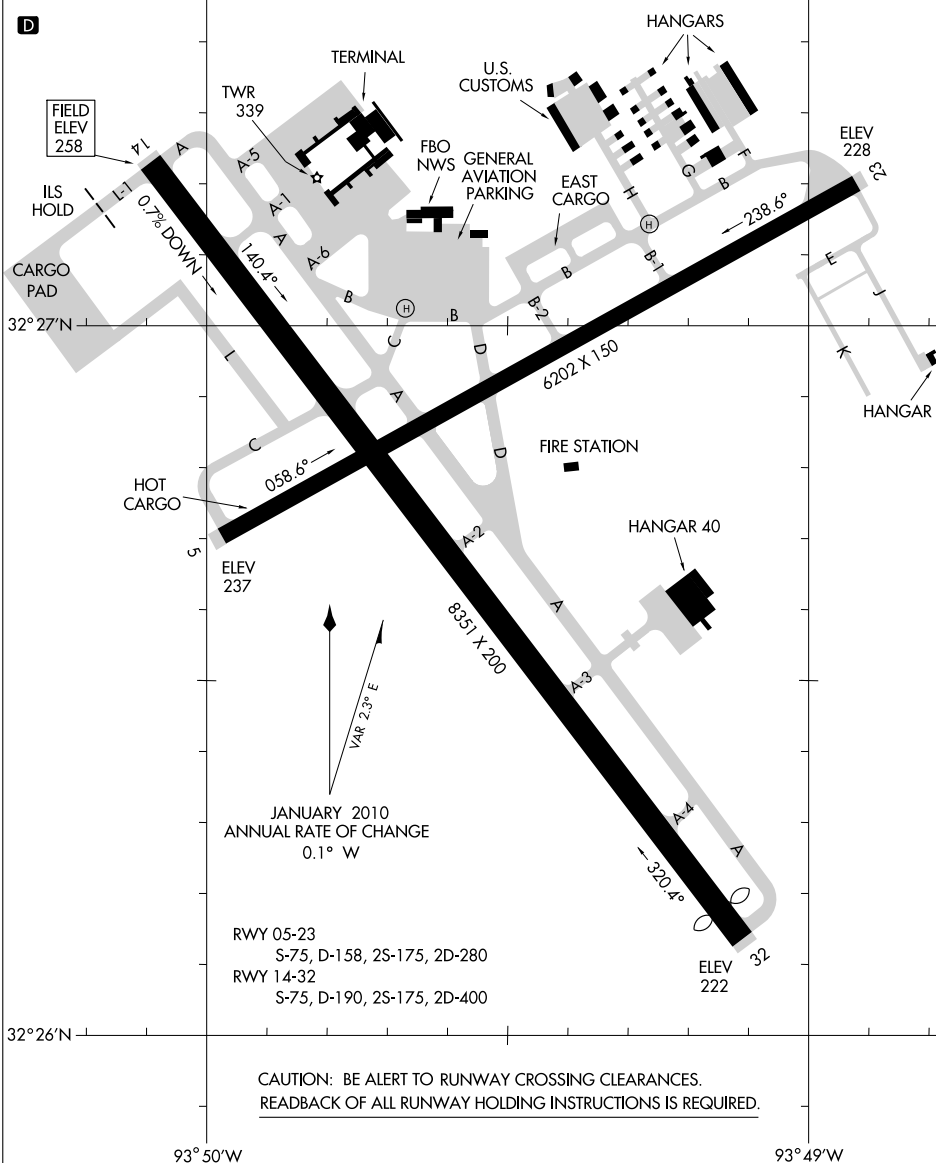
AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA

ATIS
128.45
SHREVEPORT TOWER
121.4 236.775
GND CON
121.9 236.775
CLNC DEL
124.65

D



SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

SHREVEPORT RGNL (SHV) 4 SW UTC-6(-5DT) N32°26.80' W93°49.54'

258 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE SHV
 RWY 14-32: H8351X200 (ASPH-GRVD) S-75, D-190, 2S-175, 2D-400 HIRL CL

MEMPHIS

H-6I, L-17E

IAP, AD

RWY 14: ALSF2. TDZL. 0.7% down.

RWY 32: MALSR. Thld dsplcd 375'. Railroad.

RWY 05-23: H6202X150 (ASPH-GRVD) S-75, D-158, 2S-175,
 2D-280 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 14: TORA-8351 TODA-8351 ASDA-8351 LDA-8351

RWY 23: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 32: TORA-8351 TODA-8351 ASDA-8351 LDA-7976

AIRPORT REMARKS: Attended continuously. Bird activity invof aprt. Rwy
 14-32 has significant cracking and joint deterioration. Landing
 fee for all commercial aircraft. Flight Notification Service (ADCUS)
 available Mon-Fri 1400-2300Z†, other times by appointment call
 318-635-7873 or 800-973-2867.

WEATHER DATA SOURCES: ASOS (318) 636-5767. LLWAS.**COMMUNICATIONS:** ATIS 128.45 UNICOM 122.95

Ⓡ APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)
 (1200-0600Z†) 121.4 (0600-1200Z†)

TOWER 121.4 GND CON 121.9 CLNC DEL 124.65

AIRSPACE: CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 175° 19.5 NM to fld. 190/7E.

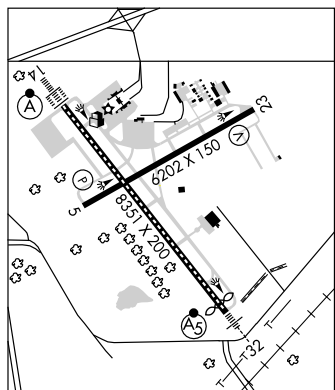
CRAKK NDB (LOM) 230 SH N32°30.11' W93°52.69' 136° 4.2 NM to fld. SHUTDOWN.

ILS 110.3 I-FOG Rwy 32. Class IA.

ILS 110.7 I-SHV Rwy 14. Class IIE. LOM CRAKK NDB. LOM SHUTDOWN.

ILS 109.1 I-MWP Rwy 05. (LOC only).

ASR

**SLIDELL** (ASD) 4 NW UTC-6(-5DT) N30°20.78' W89°49.25'

29 B S4 FUEL 100LL, JET A NOTAM FILE ASD

RWY 18-36: H5001X100 (ASPH) S-48 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 944'.
 Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5001 TODA-5001 ASDA-5001 LDA-4057

RWY 36: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

AIRPORT REMARKS: Attended 1200-0000Z†. Arpt unattended Christmas
 and New Years. Fuel avbl 24 hrs with credit card. Wildlife on and
 invof rwy. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low
 ints dusk to dawn, to increase ints and ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 132.475 (985) 643-7263.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW ORLEANS APP/DEP CON 133.15

GCO 135.075 (NEW ORLEANS APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

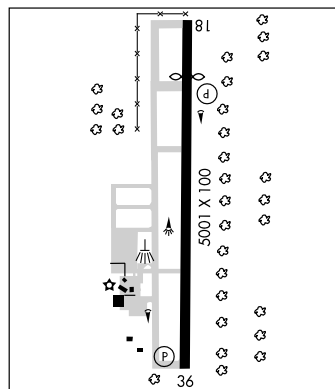
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 197° 12.8 NM to fld. 70/5E.

FLORENVILLE NDB (MHW) 371 FNA N30°24.94' W89°49.20' 178°

3.2 NM to fld. NOTAM FILE ASD.

NDB (MHW) 256 DEF N30°17.81' W89°50.05' 007° 4.0 NM to fld. NOTAM FILE ASD.



NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP

SOUTH LAFOURCHE LEONARD MILLER JR. (See GALLIANO)**SOUTHLAND FLD** (See SULPHUR)**SOUTH MARSH 268** SCF N29°06.95' W91°52.27'

AWOS-3 119.575

L-21B, 22E, GOMC

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Idg 8351 TDZE 258 Apt Elev 258
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ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)

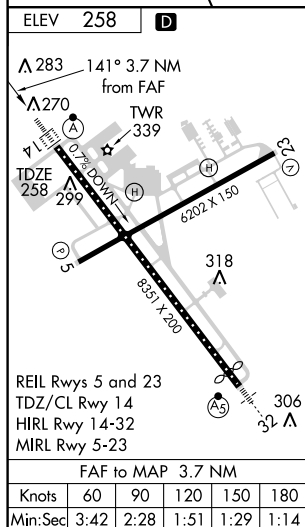
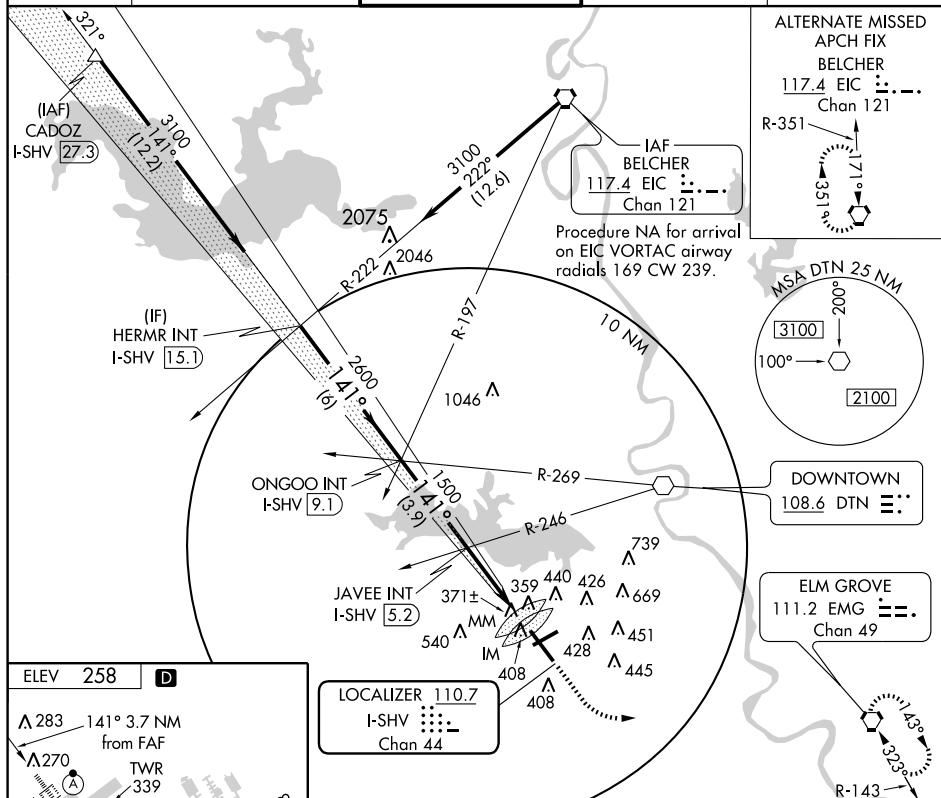


For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.



MISSED APPROACH: Climb to 2000 the left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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HERMR INT I-SHV 15.1		ONGOO INT I-SHV 9.1		JAVEE INT I-SHV 5.2		2000 ↑		EMG 111.2 ↶	
3100 141° GS 3.00° TCH 50		2600		1500 2.5 MM		1500 1.5 IM			
6 NM		3.9 NM		2.7		0.4		0.5 0.1	
CATEGORY	A	B	C	D	E				
S-ILS 14	458/18 200 (200-½)					458/24 200 (200-½)			
S-LOC 14	620/24 362 (400-½)			620/40 362 (400-¾)					
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)				

SHREVEPORT, LOUISIANA

Amdt 25 09239

SHREVEPORT RGNL (SHV)

ILS or LOC RWY 14

32° 27' N-93° 50' W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-SHV <u>110.7</u> Chan 44	APP CRS 141°	Rwy Idg TDZE Apt Elev	8351 258 258
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ILS RWY 14 (CAT II)
SHREVEPORT RGNL (SHV)

**T
A
ASR**

ALSF-2



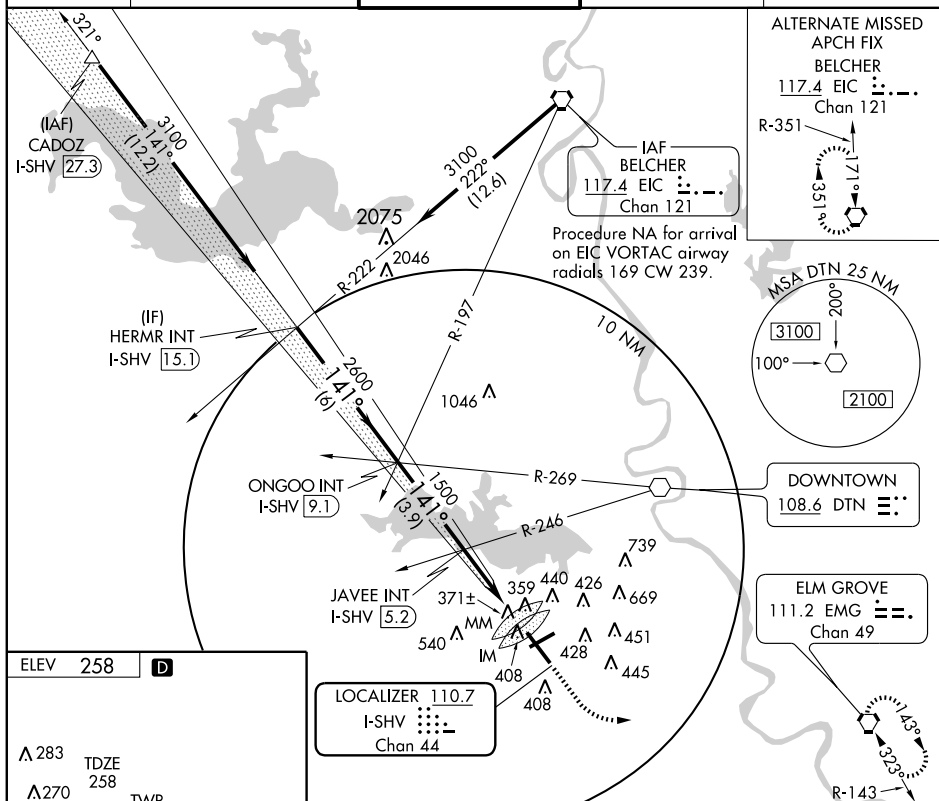
MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS
128.45

SHREVEPORT APP CON
119.9 335.55

SHREVEPORT TOWER
121.4 236.775

GND CON
121.9 236.775

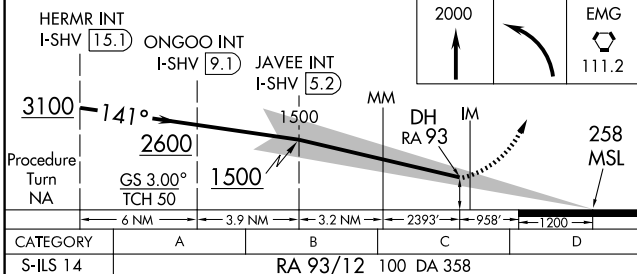
CLNC DEL
124,65

ELEV 258

D

Diagram illustrating the intersection of REIL Rwy 5 and 23, TDZ/CL Rwy 14, HIRL Rwy 14-32, and MIRL Rwy 5-23. Key features include:

- REIL Rwy 5 and 23
- TDZ/CL Rwy 14
- HIRL Rwy 14-32
- MIRL Rwy 5-23
- Distances: 283, 270, 258, 339, 299, 6202 X 150, 318, 833 X 200, 306, 327
- Light types: TDZE, TWR, H, S, A, A5, A
- Signage: DOWN



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SHREVEPORT, LOUISIANA
Amdt 25 09351

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)
ILS RWY 14 (CAT II)

SC-4. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-MWP 109.1 Chan 28	APP CRS 057°	Rwy Idg TDZE Apt Elev 6201 237 258
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LOC RWY 5

SHREVEPORT RGNL (SHV)



MISSED APPROACH: Climbing right turn to
2000 direct EMG VORTAC.

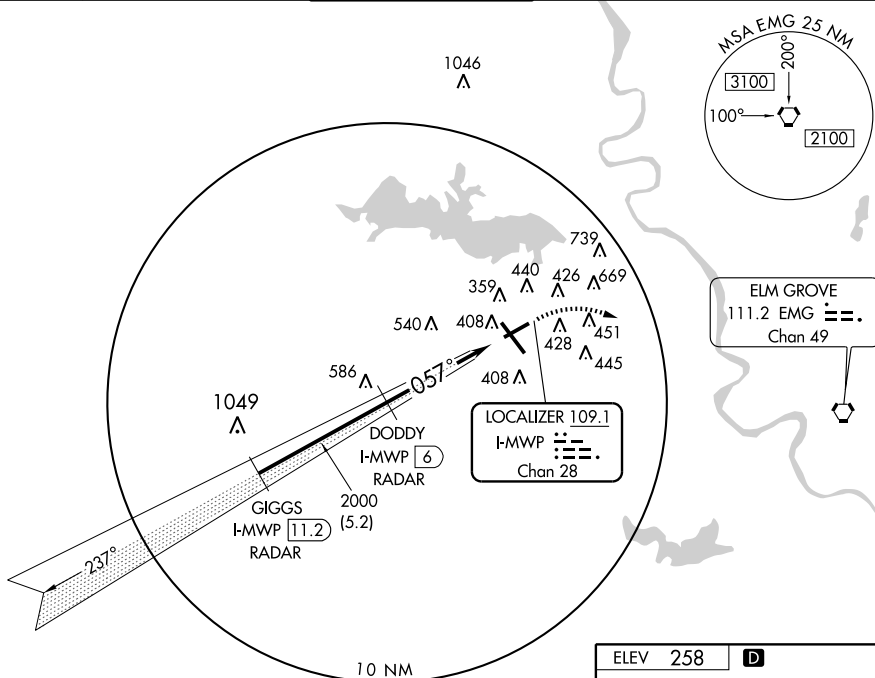
ATIS
128.45

SHREVEPORT APP CON
119.9 335.55

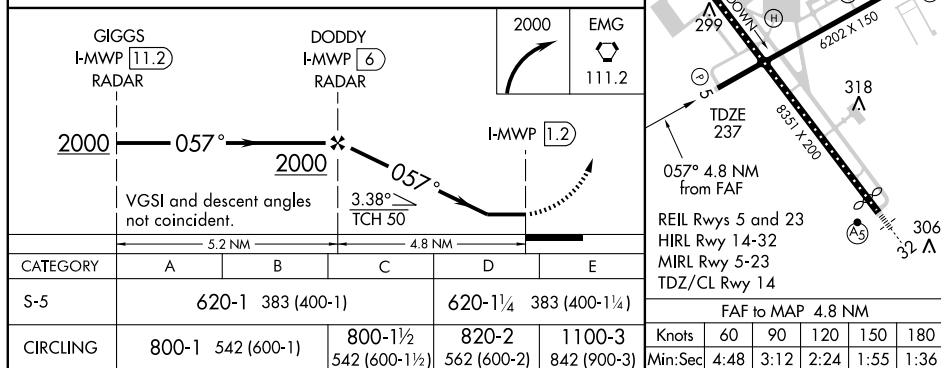
SHREVEPORT TOWER
121.4 236.775

GND CON
121.9 236.775

CLNC DEL
124.65



RADAR REQUIRED



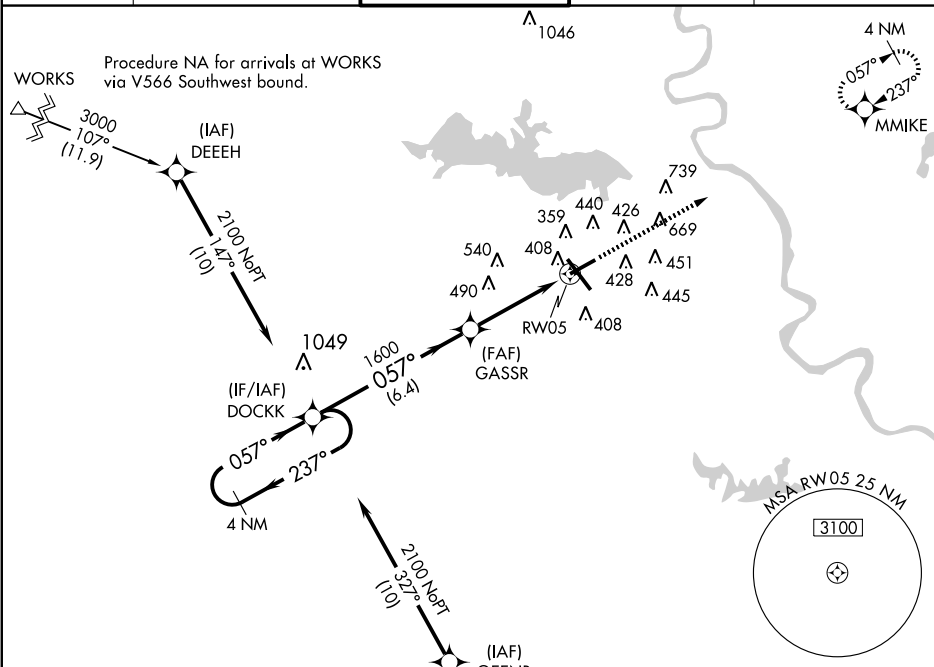
WAAS CH 49213 W05A	APP CRS 057°	Rwy Idg TDZE 237 Apt Elev 258
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RNAV (GPS) RWY 5

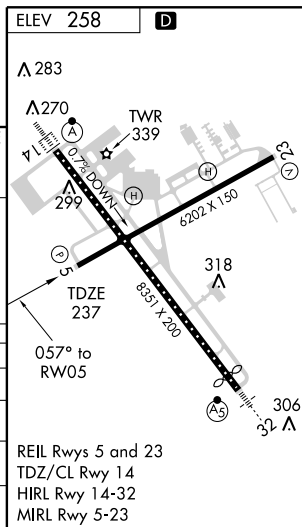
SHREVEPORT RGNL (SHV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or ASR above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct MMDKE and hold.
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ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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CATEGORY	A	B	C	D
LPV DA	594-1¼ 357 (400-1¼)			
LNAV/VNAV DA	708-1¼ 471 (500-1¼)			
LNAV MDA	720-1 483 (500-1)	720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)	
CIRCLING	800-1 542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)	



WAAS CH 45913 W14A	APP CRS 139°	Rwy Idg TDZE 258 Apt Elev 258
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RNAV (GPS) RWY 14

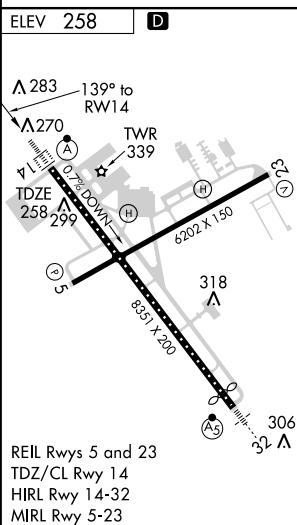
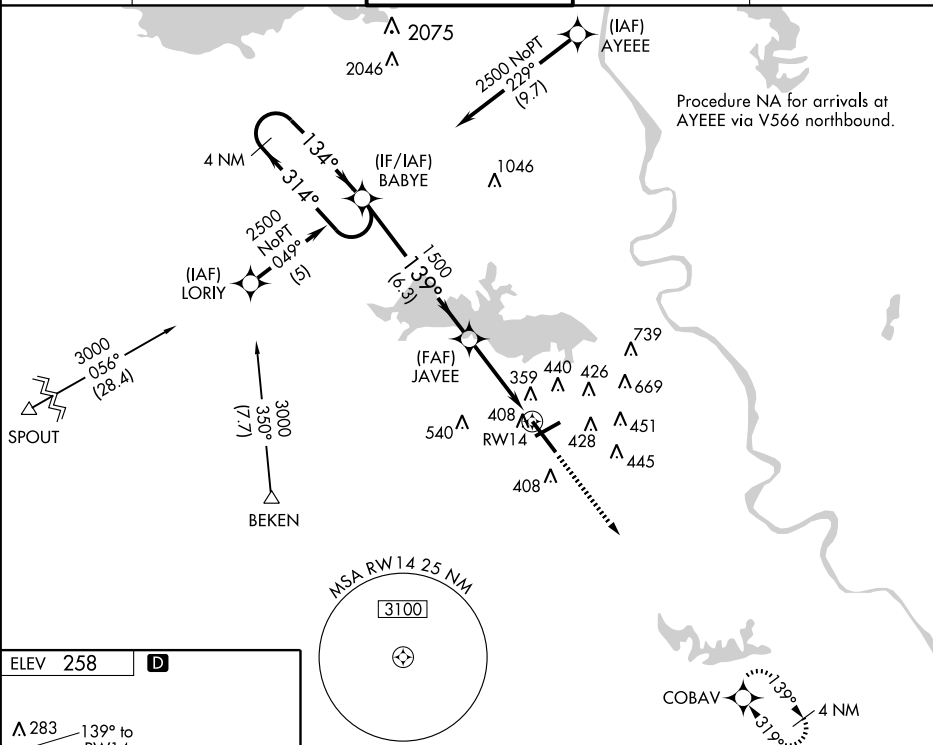
SHREVEPORT RGNL (SHV)

For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2
A

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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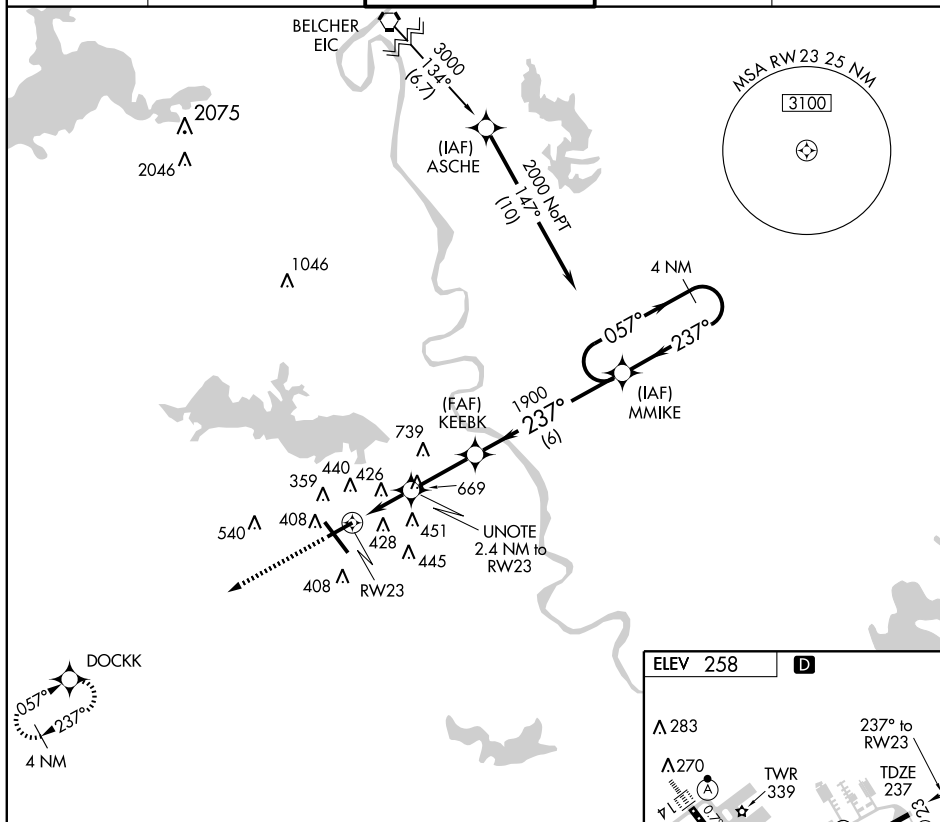
<div> <div>4 NM Holding Pattern</div> <div>BABYE</div> <div>JAVEE</div> <div>COBAV</div> </div>				
<div> <div>2500</div> <div>314°</div> <div>134°</div> <div>139°</div> <div>1500</div> <div>6.3 NM</div> <div>2.6 NM</div> <div>1.1 NM</div> <div>3000</div> <div>COBAV</div> </div>				
<div> <div>GS 3.00°</div> <div>TCH 50</div> <div>*1.1 NM to RWY 14</div> <div>*LNAV only</div> </div>				
CATEGORY	A	B	C	D
LPV DA	458/24		200 (200-½)	
LNAV/VNAV DA	684/50		426 (500-1)	
LNAV MDA	660/24	402 (500-½)	660/40 402 (500-¾)	660/50 402 (500-1)
CIRCLING	800-1	542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)



RNAV (GPS) RWY 23

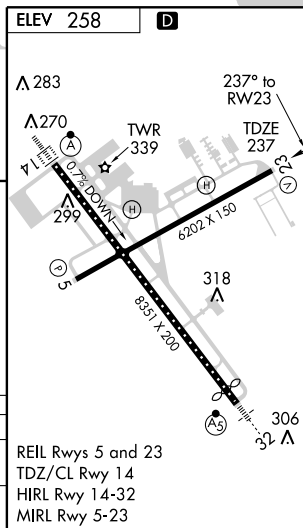
SHREVEPORT RGNL (SHV)

APP CRS 237°	Rwy Idg 6201
	TDZE 237
	Aprt Elev 258

 DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct DOCKK and hold.		
ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65



3000 DOCKK  		UNOTE 2.4 NM to RW23 RW23 3.04° TCH 54 1040 2.4 NM 2.6 NM 6 NM		KEEBK 1900 MMKE 4 NM Holding Pattern 057° 237° 2000	
CATEGORY	A	B	C	D	
RNAV MDA	940-1 703 (700-1)		940-2 703 (700-2)	940-2 703 (700-2)	
CIRCLING	940-1 682 (700-1)		940-2 682 (700-2)	940-2 682 (700-2)	



WAAS CH 77913 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	7976 222 258
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RNAV (GPS) RWY 32

SHREVEPORT RGNL (SHV)

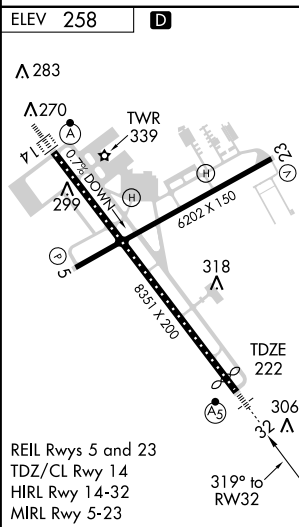
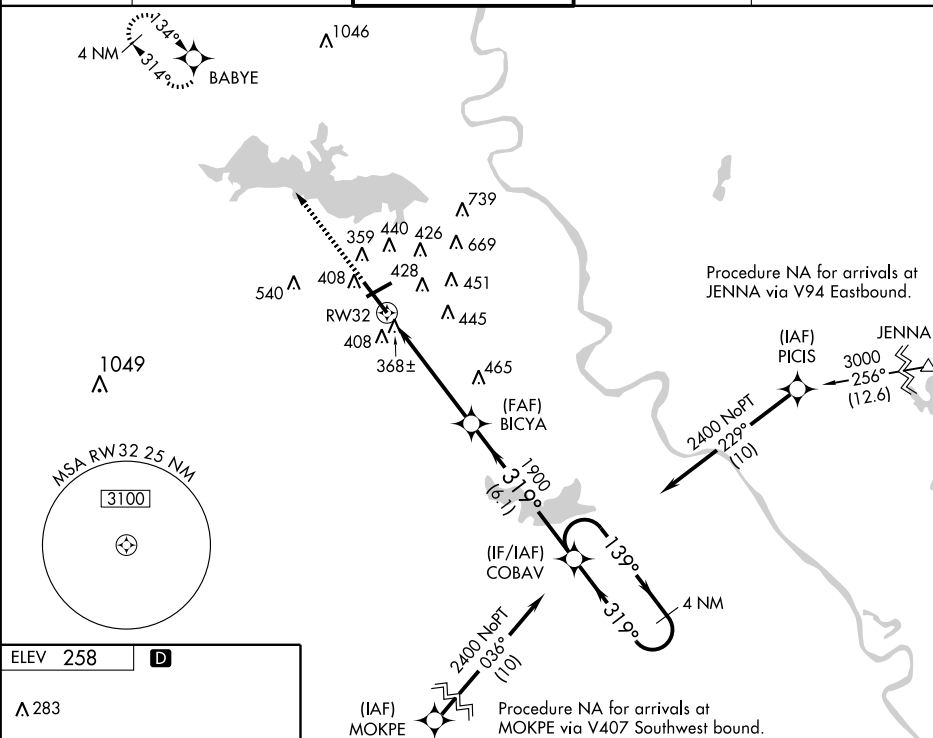
ASR

Inoperative table does not apply to LPV all Cats. For inoperative MALS, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALS
AS

MISSED APPROACH:
Climb to 2500 direct
BABYE and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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2500

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↑

BABYE

4 NM

Holding Pattern

*LNAV only

*1.3 NM to RW32

BICYA

1900

319°

139°

2400

GS 3.00°

TCH 52

COBAV

1.3 NM

3.7 NM

6.1 NM

RW32

CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	706/60 484 (500-1¼)			
LNAV MDA	680/40 458 (500-¾)			680/50 458 (500-1)
CIRCLING	800-1 542 (600-1)	800-1½ 542 (600-1½)	820-2 562 (600-2)	

SHREVEPORT RGNL (SHV) 4 SW UTC-6(-5DT) N32°26.80' W93°49.54'

258 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE SHV
 RWY 14-32: H8351X200 (ASPH-GRVD) S-75, D-190, 2S-175, 2D-400 HIRL CL

MEMPHIS

H-6I, L-17E

IAP, AD

RWY 14: ALSF2. TDZL. 0.7% down.

RWY 32: MALSR. Thld dsplcd 375'. Railroad.

RWY 05-23: H6202X150 (ASPH-GRVD) S-75, D-158, 2S-175,
 2D-280 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 54'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 14: TORA-8351 TODA-8351 ASDA-8351 LDA-8351

RWY 23: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 32: TORA-8351 TODA-8351 ASDA-8351 LDA-7976

AIRPORT REMARKS: Attended continuously. Bird activity invof aprt. Rwy
 14-32 has significant cracking and joint deterioration. Landing
 fee for all commercial aircraft. Flight Notification Service (ADCUS)
 available Mon-Fri 1400-2300Z†, other times by appointment call
 318-635-7873 or 800-973-2867.

WEATHER DATA SOURCES: ASOS (318) 636-5767. LLWAS.**COMMUNICATIONS:** ATIS 128.45 UNICOM 122.95

Ⓡ APP/DEP CON 119.9 (153°-319°) 123.75 (320°-152°)
 (1200-0600Z†) 121.4 (0600-1200Z†)

TOWER 121.4 GND CON 121.9 CLNC DEL 124.65

AIRSPACE: CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28' W93°48.60' 175° 19.5 NM to fld. 190/7E.

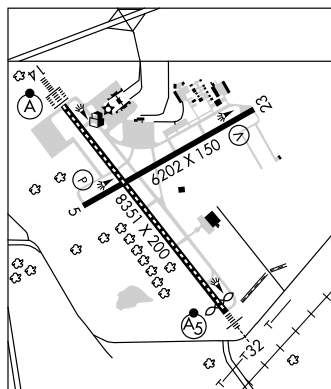
CRAKK NDB (LOM) 230 SH N32°30.11' W93°52.69' 136° 4.2 NM to fld. SHUTDOWN.

ILS 110.3 I-FOG Rwy 32. Class IA.

ILS 110.7 I-SHV Rwy 14. Class IIE. LOM CRAKK NDB. LOM SHUTDOWN.

ILS 109.1 I-MWP Rwy 05. (LOC only).

ASR

**SLIDELL** (ASD) 4 NW UTC-6(-5DT) N30°20.78' W89°49.25'

29 B S4 FUEL 100LL, JET A NOTAM FILE ASD

RWY 18-36: H5001X100 (ASPH) S-48 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 944'.
 Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5001 TODA-5001 ASDA-5001 LDA-4057

RWY 36: TORA-5001 TODA-5001 ASDA-5001 LDA-5001

AIRPORT REMARKS: Attended 1200-0000Z†. Arpt unattended Christmas
 and New Years. Fuel avbl 24 hrs with credit card. Wildlife on and
 invof rwy. MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 preset low
 ints dusk to dawn, to increase ints and ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 132.475 (985) 643-7263.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW ORLEANS APP/DEP CON 133.15

GCO 135.075 (NEW ORLEANS APCH and DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

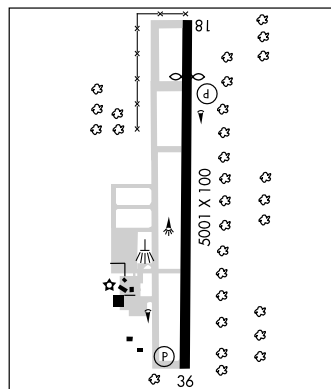
PICAYUNE (L) VORTAC 112.2 PCU Chan 59 N30°33.67'

W89°43.83' 197° 12.8 NM to fld. 70/5E.

FLORENVILLE NDB (MHW) 371 FNA N30°24.94' W89°49.20' 178°

3.2 NM to fld. NOTAM FILE ASD.

NDB (MHW) 256 DEF N30°17.81' W89°50.05' 007° 4.0 NM to fld. NOTAM FILE ASD.



NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP

SOUTH LAFOURCHE LEONARD MILLER JR. (See GALLIANO)**SOUTHLAND FLD** (See SULPHUR)**SOUTH MARSH 268** SCF N29°06.95' W91°52.27'

AWOS-3 119.575

L-21B, 22E, GOMC

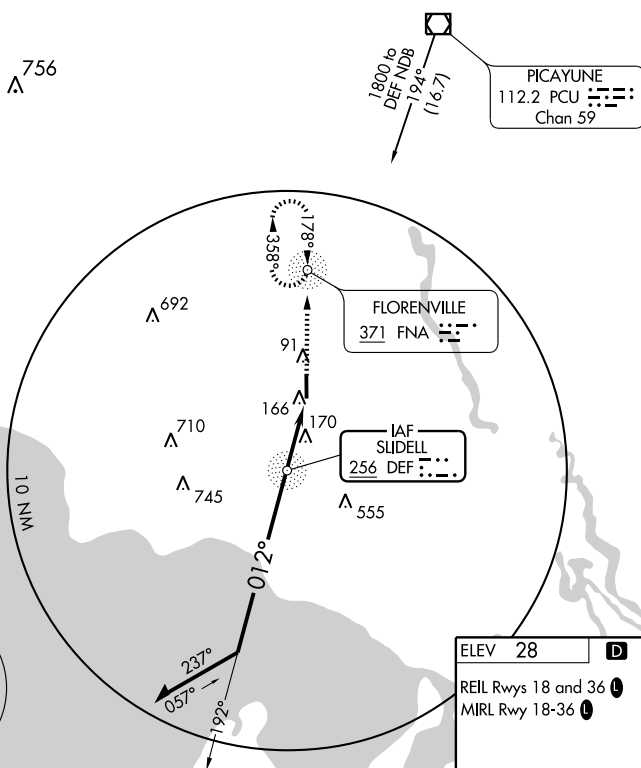
NDB DEF 256	APP CRS 012°	Rwy Idg TDZE Apt Elev	5001 28 28
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NDB RWY 36

SLIDELL (ASD)

NA If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1700 direct FNA NDB and hold.

ASOS
132.475NEW ORLEANS APP CON
133.15 290.3UNICOM
122.8 (CTAF) 0

MSA DEF 25 NM

2100

ELEV 28

D

REIL Rwy 18 and 36

MIRL Rwy 18-36

81

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APP CRS	Rwy Idg	4057
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18

SLIDELL (ASD)

A NA

DME/DME RNP-0.3 NA.

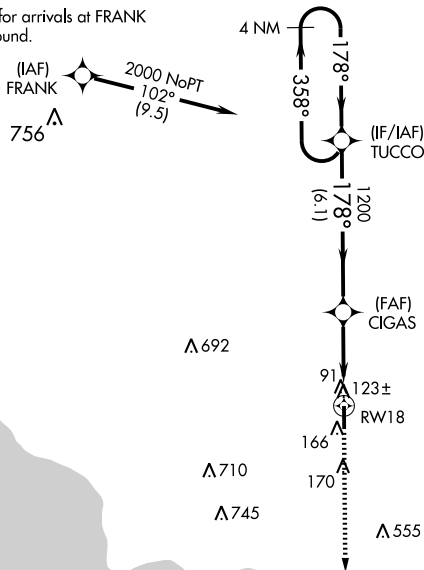
MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

ASOS
132.475

NEW ORLEANS APP CON
133.15 290.3

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at FRANK
via V70 westbound.



MSA RW 18 25 NM

2100

ELEV 28

P

↓ RW18

TDZE
28

5001 X 100

36

REIL Rwy 18 and 36 **L**
MIRL Rwy 18-36 **L**

4 NM
Holding Pattern

TUCCO

2000

Hooty

$$\frac{2000}{178^\circ} \leftarrow 358^\circ$$

VGSI and descent angles
not coincident.

C10

0.9 NM to

RW18

1

5

Free-body diagram of the 0.9 m segment of the beam. The beam is horizontal. At the left end, there is a reaction force M acting to the right. A uniformly distributed load of 10 kN/m acts downwards over the 0.9 m length. At the right end, there is a reaction force of 18 kN acting upwards and a reaction moment of 16.2 kN-m acting counter-clockwise.

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' N-89°49' W

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SLIDELL, LOUISIANA
Orig 08325

30°21' N-89°49' W

SLIDELL (ASD)

RNAV (GPS) RWY 18

SC-4. 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010

APP CRS 358°	Rwy Ldg TDZE Apt Elev	5001 28 28
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RNAV (GPS) RWY 36

SLIDELL (ASD)

NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS
132.475

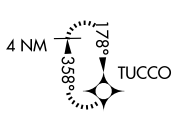
NEW ORLEANS APP CON
133.15 290.3

UNICOM
122.8 (CTAF)

GCO
135.075

Procedure NA for arrivals at RYTHM via V9-543 northbound.

MISSED APCH FIX



PICAYUNE PCU

Procedure NA for arrivals at PCU VOR/DME via V552 northbound and V455 northeastbound.

RYTHM



692

710

745

166 RW36

170

(FAF) REKKO

555

(IAF) FIKEL

2000 NoPT

087°

(6)

(IF/IAF) HOOTY

358°

(6.2)

1300

358°

(14.8)

(IAF) MENTC

2000 NoPT

358°

(14.8)

(IAF) DUFOS

2000 NoPT

268°

(6)

MSA RW36 25 NM

2100

ELEV 28

D

4 NM Holding Pattern

HOOTY

REKKO

2000

TUCCO

2000

178°

358°

358°

VGSI and descent angles not coincident.

1300

1.1 NM to RW36

RW36

3.02°

TCH 45

6.2 NM

2.7 NM

1.1

CATEGORY

A

B

C

D

LNAV MDA

420-1 392 (400-1)

NA

CIRCLING

480-1 452 (500-1)

480-1½ 452 (500-1½)

NA

SLIDELL, LOUISIANA

Orig-A 08325

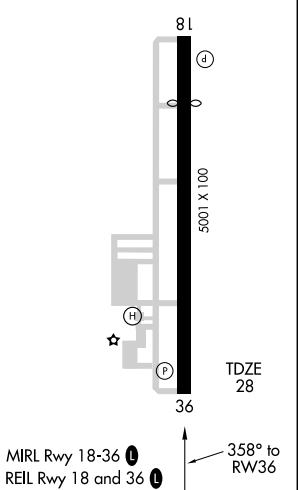
30°21' N-89°49' W

SLIDELL (ASD)

RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4, 23 SEP 2010 to 21 OCT 2010



VOR/DME PCU 112.2 Chan 59	APP CRS 195°	Rwy Idg 4057 TDZE 28 Apt Elev 28
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VOR/DME RWY 18

SLIDELL (ASD)

▲ NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

ASOS
132.475

NEW ORLEANS APP CON
133.15 290.3

UNICOM
122.8 (CTAF) 0

NoPT for arrivals on
PCU VOR/DME airways
radials 262 clockwise 077.

756 ▲

058°

1 min

238°

IAF
PICAYUNE
112.2 PCU
Chan 59

CESOS
PCU 9

▲ 692

123±

▲ 170

▲ 555

10 NM

MSA PCU 25 NM

1800

2000

PCU

112.2

One Minute
Holding Pattern

CESOS
PCU 9

PCU 12.4

PCU 13.4

≤ 3.23°

TCH 45

1600

VOR/DME

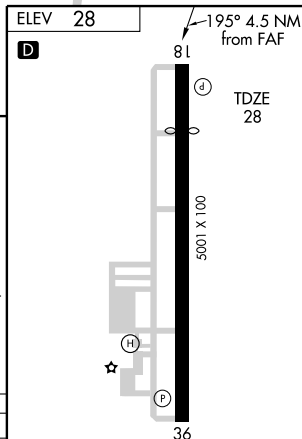
058°

238°

2000

VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
S-18	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA



REIL Rwy 18
and 36 0
MIRL Rwy 18-36 0

SOUTH TIMBALIER STZ N28°09.58' W90°39.98'
AWOS-3 119.275

L-21B, GOMC

SOUTH TIMBALIER N28°32.01' W90°35.00'
RCO 122.6 (DE RIDDER RADIO) OTS indef.

NEW ORLEANS
L-21B

SPRINGHILL (SPH) 3 E UTC-6(-5DT) N32°59.01' W93°24.55'

218 B FUEL 100LL NOTAM FILE DRI

RWY 18-36: H4002X75 (ASPH) MIRL

RWY 18: PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.5° TCH 52'. Trees.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 18-36 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

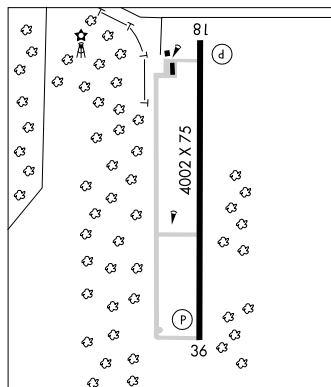
Ⓡ SHREVEPORT APP/DEP CON 118.6 (1200-0600Z±) 121.4 (0600-1200Z±).

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'

W93°48.60' 051° 23.9 NM to fld. 190/7E.

NDB (MHW) 375 SPH N32°55.22' W93°24.56' 355° 3.8 NM to fld. NOTAM FILE DRI. Unmonitored.



MEMPHIS
L-17E
IAP

STUCKEY N32°24.53' W92°35.37' NOTAM FILE RSN.
NDB (MHW) 350 TUF 357° 6.3 NM to Ruston Rgnl. Unmonitored.

MEMPHIS
L-17E

SULPHUR N30°11.91' W93°25.24' NOTAM FILE DRI.
NDB (MHW/LOM) 278 AUR 146° 4.6 NM to Southland Fld.

HOUSTON
L-21B, 22E, GOMW

SULPHUR

SOUTHLAND FLD (UXL) 5 S UTC-6(-5DT) N30°07.89' W93°22.57'

10 B S4 FUEL 100LL, JET A NOTAM FILE UXL

RWY 15-33: H5001X75 (ASPH) S-30, D-50 MIRL

RWY 15: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1200-0200Z±. REIL Rwy 33 OTS indef. MIRL Rwy 15-33, ODALS Rwy 15 and REIL Rwy 15 and Rwy 33 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

WEATHER DATA SOURCES: AWOS-3 118.175 (337) 558-5321.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.35 (1200-0400Z±).

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z±).

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 261° 14.1 NM to fld. 20/7E.

SULPHUR NDB (MHW/LOM) 278 AUR N30°11.91' W93°25.24' 146° 4.6 NM to fld. NOTAM FILE DRI.

ILS 109.3 I-UXL Rwy 15. LOC only.

HOUSTON
H-7D, L-21B, 22E, GOMW
IAP

TALLULAH

SCOTT (M80) 2 E UTC-6(-5DT) N32°24.98' W91°08.93'

84 B NOTAM FILE DRI

RWY 18-36: H3014X75 (ASPH) S-12

RWY 36: Thld dsplcd 250'. Road.

RWY 17-35: 2400X130 (TURF)

AIRPORT REMARKS: Attended on call. For attendant call 318-574-4416. Aerobatic box on fld check NOTAMS.

Numerous agricultural and ultralight ops at arpt. Rwy 36 dsplcd thld daylight ops only. 3' tall cotton crops 100' from rwy centerline on east side of rwy. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 094° 45.4 NM to fld. 80/3E. HIWAS.

MEMPHIS
L-18F

NDB SPH 375	APP CRS 355°	Rwy Idg TDZE Apt Elev	4002 210 218
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NDB RWY 36

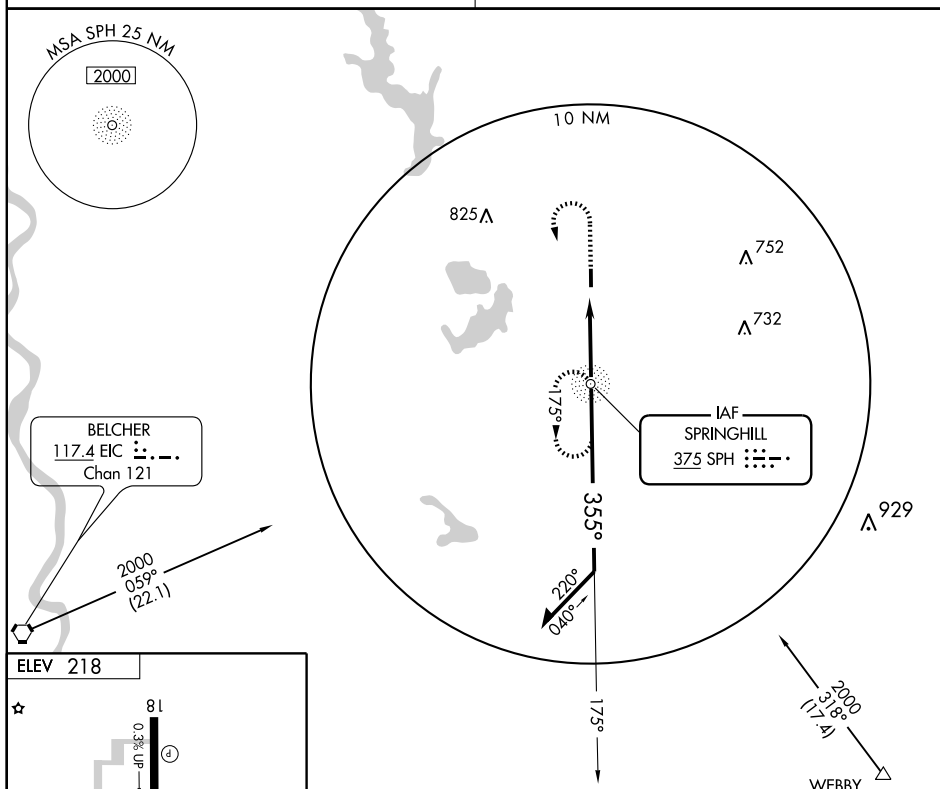
SPRINGHILL (SPH)

▲ NA Use Shreveport Regional altimeter setting.

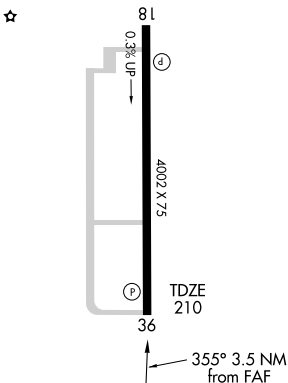
MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

SHREVEPORT APP CON
118.6 350.2

UNICOM
122.8 (CTAF) 0



ELEV 218



MIRL Rwy 18-36 0

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY				
A	B	C	D	
780-1 570 (600-1)		780-1 1/2 570 (600-1 1/2)	NA	
800-1 582 (600-1)		800-1 1/2 582 (600-1 1/2)	NA	

SOUTH TIMBALIER STZ N28°09.58' W90°39.98'
AWOS-3 119.275

L-21B, GOMC

SOUTH TIMBALIER N28°32.01' W90°35.00'
RCO 122.6 (DE RIDDER RADIO) OTS indef.

NEW ORLEANS
L-21B

SPRINGHILL (SPH) 3 E UTC-6(-5DT) N32°59.01' W93°24.55'

218 B FUEL 100LL NOTAM FILE DRI

RWY 18-36: H4002X75 (ASPH) MIRL

RWY 18: PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.5° TCH 52'. Trees.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 18-36 preset low ints dusk-dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF/UNICOM 122.8

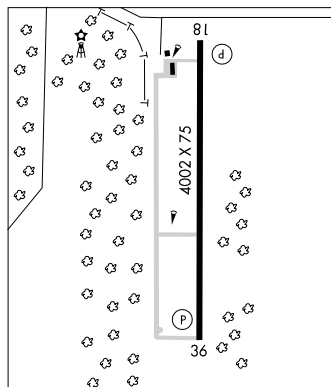
Ⓡ **SHREVEPORT APP/DEP CON** 118.6 (1200-0600Z±) 121.4 (0600-1200Z±).

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'

W93°48.60' 051° 23.9 NM to fld. 190/7E.

NDB (MHW) 375 SPH N32°55.22' W93°24.56' 355° 3.8 NM to fld. NOTAM FILE DRI. Unmonitored.



MEMPHIS
L-17E
IAP

STUCKEY N32°24.53' W92°35.37' NOTAM FILE RSN.
NDB (MHW) 350 TUF 357° 6.3 NM to Ruston Rgnl. Unmonitored.

MEMPHIS
L-17E

SULPHUR N30°11.91' W93°25.24' NOTAM FILE DRI.
NDB (MHW/LOM) 278 AUR 146° 4.6 NM to Southland Fld.

HOUSTON
L-21B, 22E, GOMW

SULPHUR

SOUTHLAND FLD (UXL) 5 S UTC-6(-5DT) N30°07.89' W93°22.57'

10 B S4 FUEL 100LL, JET A NOTAM FILE UXL

RWY 15-33: H5001X75 (ASPH) S-30, D-50 MIRL

RWY 15: ODALS. REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1200-0200Z±. REIL Rwy 33 OTS indef. MIRL Rwy 15-33, ODALS Rwy 15 and REIL Rwy 15 and Rwy 33 preset low ints dusk to dawn, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—Aerobatic Practice Area.

WEATHER DATA SOURCES: AWOS-3 118.175 (337) 558-5321.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LAKE CHARLES APP/DEP CON** 119.35 (1200-0400Z±).

Ⓡ **HOUSTON CENTER APP/DEP CON** 124.7 (0400-1200Z±).

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 261° 14.1 NM to fld. 20/7E.

SULPHUR NDB (MHW/LOM) 278 AUR N30°11.91' W93°25.24' 146° 4.6 NM to fld. NOTAM FILE DRI.

ILS 109.3 I-UXL Rwy 15. LOC only.

HOUSTON
H-7D, L-21B, 22E, GOMW
IAP

TALLULAH

SCOTT (M80) 2 E UTC-6(-5DT) N32°24.98' W91°08.93'

84 B NOTAM FILE DRI

RWY 18-36: H3014X75 (ASPH) S-12

RWY 36: Thld dsplcd 250'. Road.

RWY 17-35: 2400X130 (TURF)

AIRPORT REMARKS: Attended on call. For attendant call 318-574-4416. Aerobatic box on fld check NOTAMS.

Numerous agricultural and ultralight ops at arpt. Rwy 36 dsplcd thld daylight ops only. 3' tall cotton crops 100' from rwy centerline on east side of rwy. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 094° 45.4 NM to fld. 80/3E. HIWAS.

MEMPHIS
L-18F

LOC I-UXL <u>109.3</u>	APP CRS 146°	Rwy Idg 5001 TDZE 10 Apt Elev 10
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LOC RWY 15
SULPHUR/SOUTHLAND FIELD (UXL)

T Inoperative table does not apply to S-15 Cat C. Visibility reduction
A by helicopters NA. When local altimeter setting not received, use
Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

ODALS

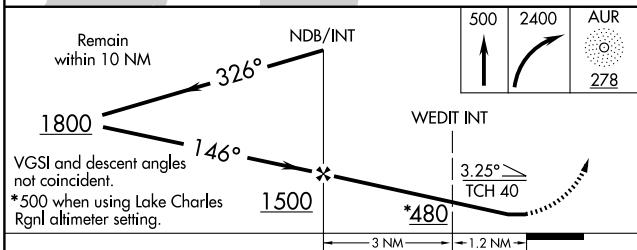
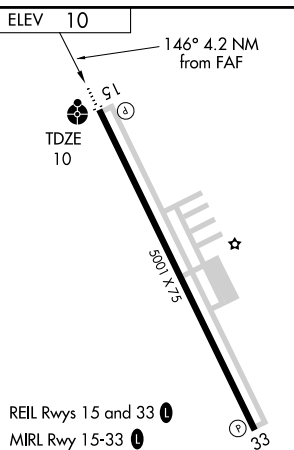
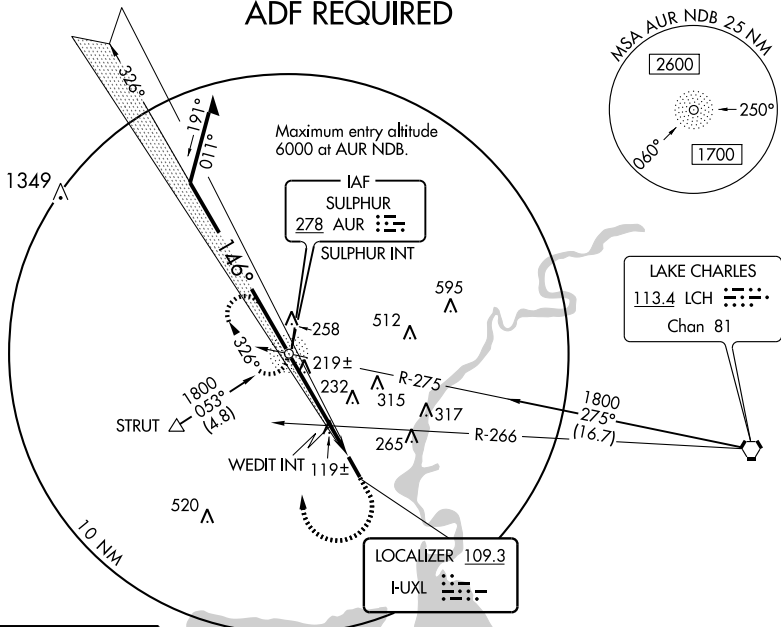
MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold. continue climb-in-hold to 2400.

AWOS-3
118.175

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED



CATEGORY	A	B	C	D
S-15	480- $\frac{3}{4}$	470 (500- $\frac{3}{4}$)	480-1 $\frac{1}{4}$ 470 (500-1 $\frac{1}{4}$)	480-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1 $\frac{1}{2}$ 510 (600-1 $\frac{1}{2}$)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380- $\frac{3}{4}$ 370 (400- $\frac{3}{4}$)			380-1 $\frac{1}{4}$ 370 (400-1 $\frac{1}{4}$)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1 $\frac{1}{2}$ 510 (600-1 $\frac{1}{2}$)	640-2 630 (700-2)

SULPHUR, LOUISIANA

Amdt 2 09071

SULPHUR/SOUTHLAND FIELD (UXL)

30° 08' N-93° 23' W

LOC RWY 15

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

WAAS CH 86711 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	5001 10 10
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RNAV (GPS) RWY 15

SULPHUR/SOUTHLAND FIELD (UXL)

▽ Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

ODALS

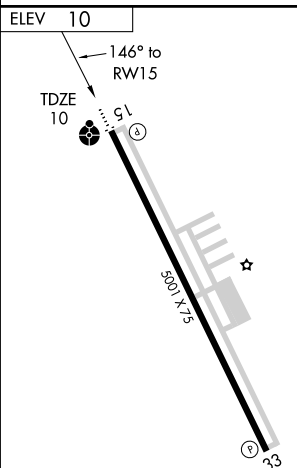
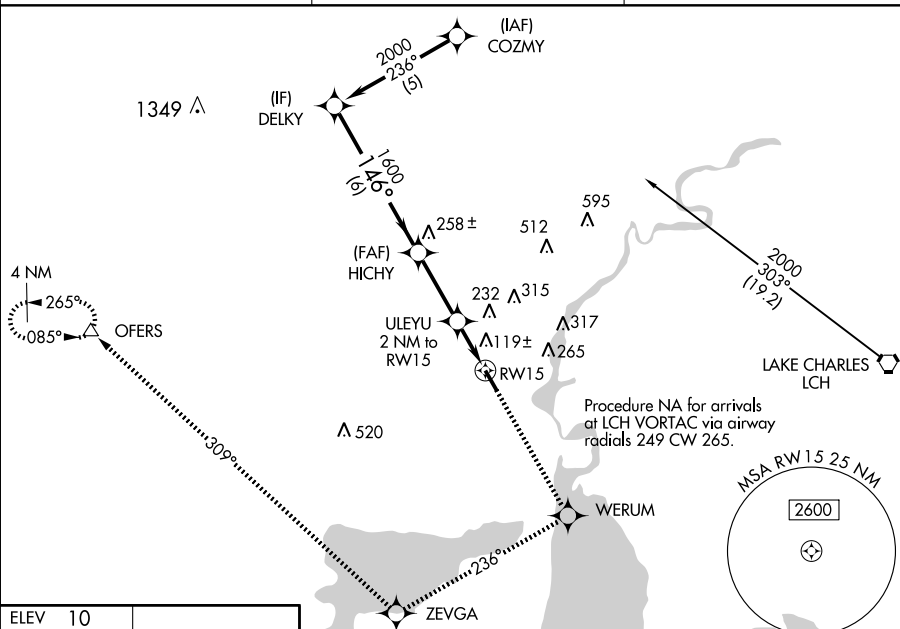


MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

AWOS-3
118.175

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) 0



REIL Rwy 15 and 33 **0**
MIRL Rwy 15-33 **0**

Procedure		2500	WERUM	236° TRK	ZEVGA	309° TRK	OFERS
Turn NA		↑	★	★	★	△	
DELKY		2000	146°	HICHY	1600	ULEYU 2 NM to RWY 15	*1.1 NM to RWY 15
GS 3.00° TCH 40							
VGSi and RNAV glidepath not coincident.							
		6 NM	2.8 NM	0.9	1.1		
CATEGORY		A	B	C	D		
LPV	DA	309-1		299 (300-1)			
LNAV/VNAV	DA	419-1½		409 (500-1½)			
LNAV	MDA	380-¾		370 (400-¾)		380-1¼ 370 (400-1¼)	
CIRCLING		420-1	520-1	520-1½	640-2		
		410 (500-1)	510 (600-1)	510 (600-1½)	630 (700-2)		

WAAS CH 99610 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5001 10 10
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RNAV (GPS) RWY 33

SULPHUR/SOUTHLAND FIELD (UXL)

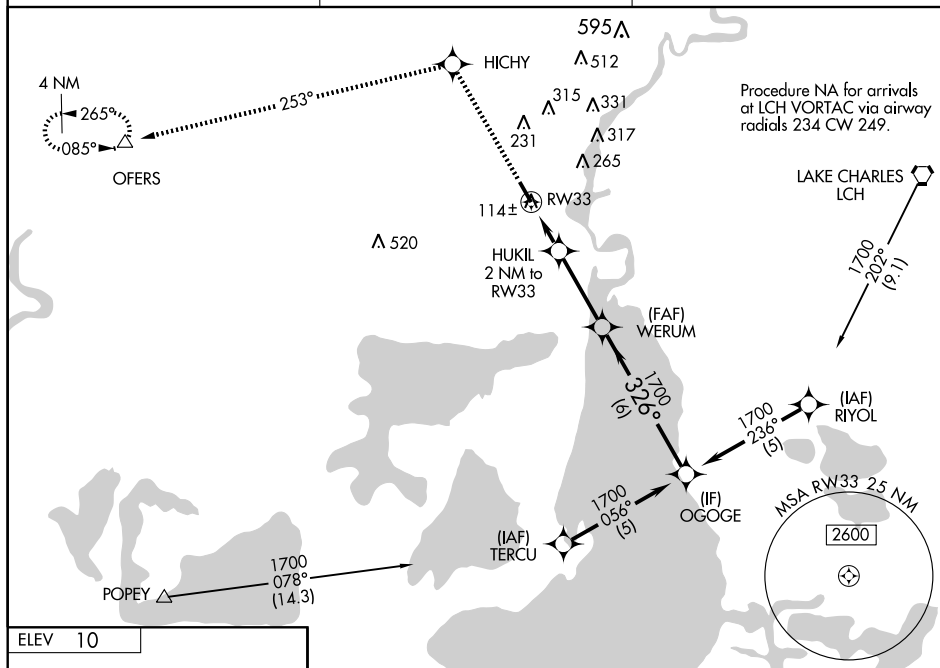
⚠ Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

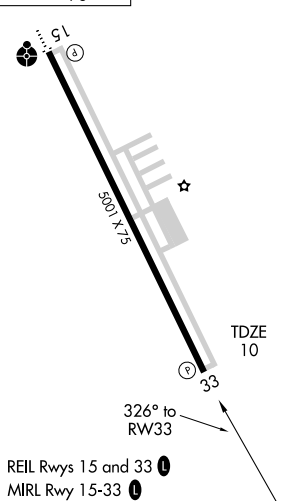
AWOS-3
118.175

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) 0

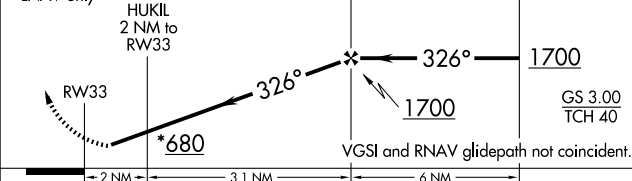


ELEV 10



2500	HICHY	253°	OFERS
↑	✱	TRK	△

* LNAV only



CATEGORY	A	B	C	D
LPV DA	348-1¼		338 (400-1¼)	
LNAV/VNAV DA	384-1¼		374 (400-1¼)	
LNAV MDA	380-1		370 (400-1)	
	420-1		520-1½	
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

VORTAC LCH
113.4
Chan 81

APP CRS
261°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
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93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
10

VOR/DME-A

SULPHUR/ SOUTHLAND FIELD (UXL)

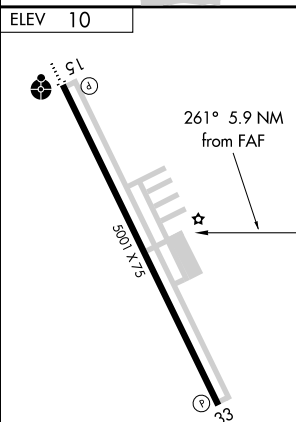
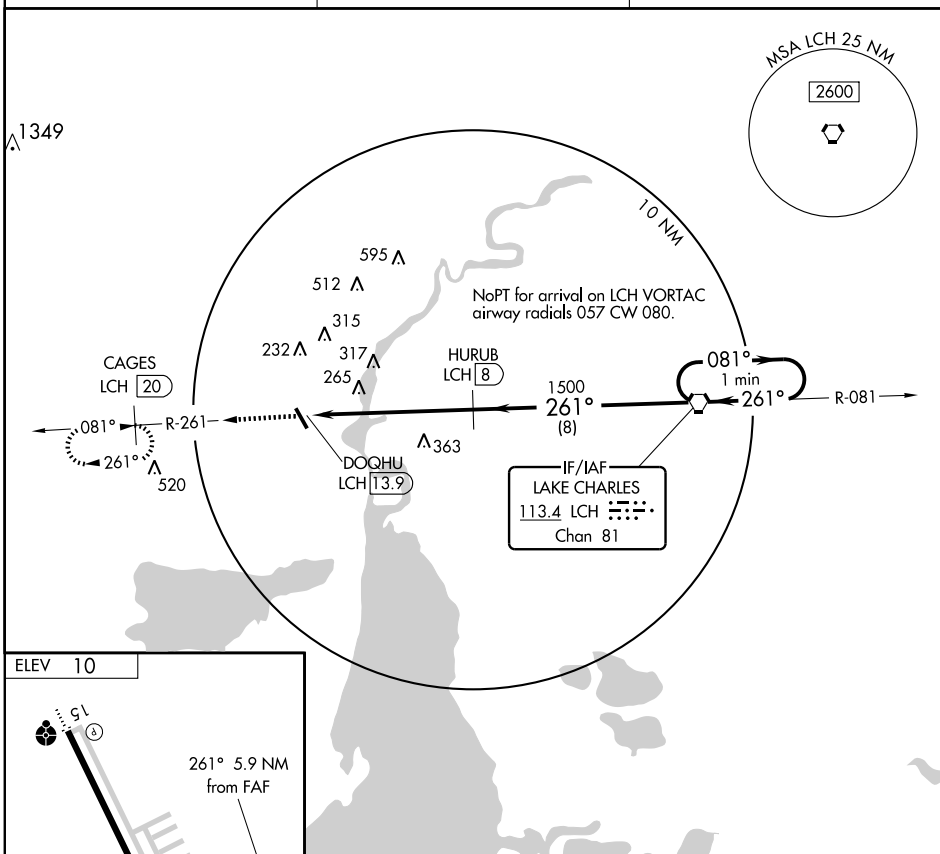
T When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3
118.175

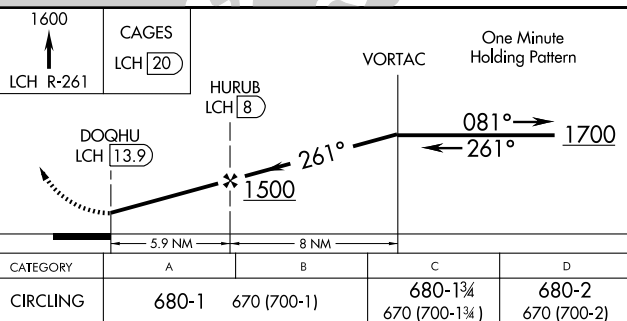
LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) **L**



REIL Rwys 15 and 33 (L)
MIRL Rwy 15-33 (L)

SULPHUR, LOUISIANA
Amdt 2 09071



SULPHUR/SOUTHLAND FIELD (UXL)

VOR/DME-A

30° 08' N-93° 23' W

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

TALLULAH/VICKSBURG, MS**VICKSBURG TALLULAH RGNL** (TVR) 9 E UTC-6(-5DT) N32°21.10' W91°01.66'

86 B S4 FUEL 100LL, JET A OX 1 TPA-1086(1000) NOTAM FILE TVR

RWY 18-36: H5002X100 (ASPH) S-60, D-75 MIRL

RWY 18: PAPI(P2L)—GA 3.33° TCH 29'. Trees.

RWY 36: PAPI(P2L)—GA 3.33° TCH 29'. P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 36: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

AIRPORT REMARKS: Attended 1300-0100Z+. For arpt attendant after hrs call Sun-Tue 318-267-1323, Wed-Sat 601-529-7148, alternate number 318-366-1615 or 318-574-1080. For fuel after hrs call 318-366-1615. PAEW on arpt. Migratory birds invof arpt. Crop dusting activity 2 NM radius of arpt. Pilots in tfc pattern are requested to avoid over flight of Mound, LA ½ mile south and east of Rwy 36. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (318) 574-4866.**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS CENTER APP/DEP CON 132.5

GCO 135.075 (DE RIDDER FSS)

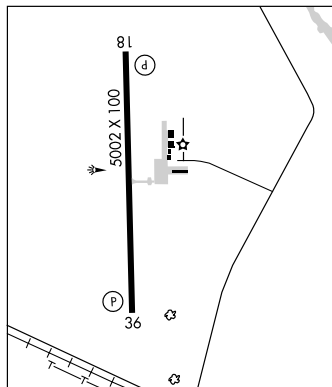
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 253° 44.7 NM to fld. 360/5E.

SAVRY NDB (MHW/LOM) 344 TV N32°14.72' W91°01.55' 357° 6.4 NM to fld. NOTAM FILE DRI.

ILS 109.7 I-TV Rwy 36. LOM SAVRY NDB. LOC only.

**TENSAS PARISH** (See ST JOSEPH)**THACKERS** (See OIL CITY)**THE RED RIVER** (See COUSHATTA)**THIBODAUX MUNI** (L83) 3 S UTC-6(-5DT) N29°44.87' W90°49.97'

9 B S2 FUEL 100LL NOTAM FILE DRI

RWY 08-26: H2999X75 (ASPH) S-6 MIRL

RWY 08: Trees. RWY 26: Thld dspcd 90'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z+. Rwy 26 thld dspcd for day ops only. Dspcd thld markings yellow. Rwy 08-26 ponding along rwy edges during wet conditions. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE—CTAF.

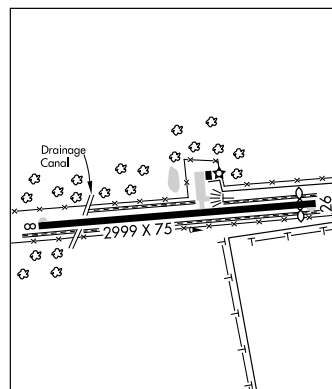
COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW ORLEANS APP/DEP CON 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 356° 5.0 NM to fld. 10/2E.

**TIBBY** N29°39.86' W90°49.75' NOTAM FILE DRI.

(L) VORTAC 112.0 TBD Chan 57 356° 5.0 NM to Thibodaux Muni. 10/2E.

TIBBY N29°39.86' W90°49.75'

RCO 122.1R 112.0T (DE RIDDER RADIO)

UNION PARISH (See FARMERVILLE)**VERMILLION** N28°34.56' W92°27.67'

RCO 122.6 (DE RIDDER RADIO) OTS indef.

MEMPHIS

H-6I, L-18F

IAP

NEW ORLEANS

L-21B, 22F, GOMC

IAP

NEW ORLEANS

H-7D, L-21B, 22F

NEW ORLEANS

L-21F

NEW ORLEANS

L-21F

LOC I-TV 109.7	APP CRS 357°	Rwy ldg 5000 TDZE 86 Apt Elev 86
--------------------------	------------------------	---

▼ If local altimeter setting not received, use Monroe Regional
 ▲ altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 2000 direct
 TV NDB and hold.

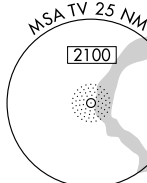
ASOS-3
118.525

MEMPHIS CENTER
132.5 259.1

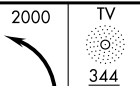
UNICOM
123.0 (CTAF) ①

LOCALIZER 109.7
 I-TV

IAF
 SAVRY
 344 TV

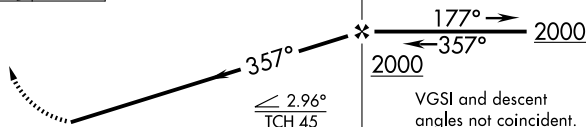


ADF REQUIRED



NDB

One Minute
 Holding Pattern



CATEGORY	A	B	C	D
S-36	500-1 414 (500-1)	500-1 414 (500-1)	500-1½ 414 (500-1½)	500-1½ 414 (500-1½)
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

ELEV 86	MIRL Rwy 18-36 ①
D	81
001 X 2005	36
TDZE 86	36
357° 6 NM from FAF	
FAF to MAP 6 NM	
Knots	60 90 120 150 180
Min:Sec	6:00 4:00 3:00 2:24 2:00

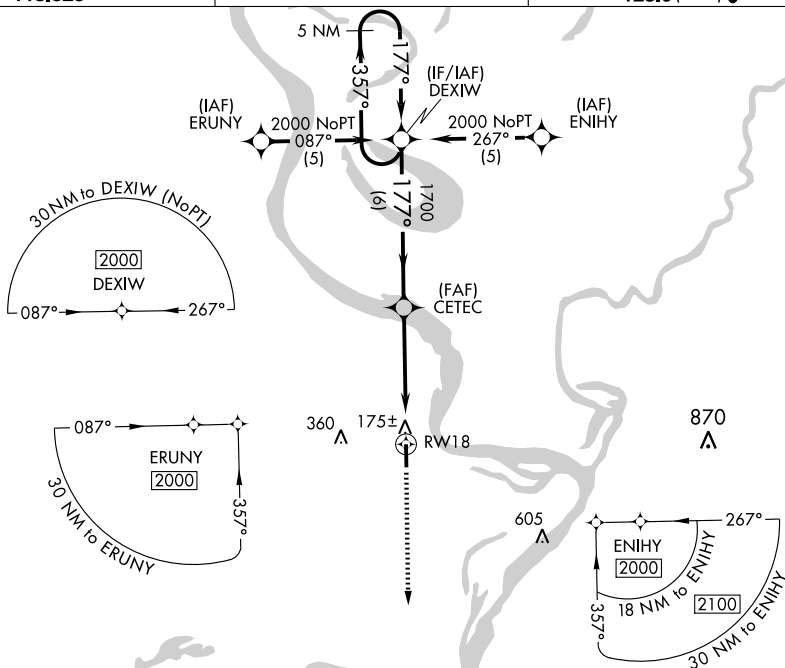
APP CRS
177°Rwy Idg **5000**
TDZE **85**
Apt Elev **86****RNAV (GPS) RWY 18**

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs 140 feet.

A VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS-3
118.525MEMPHIS CENTER
132.5 259.1UNICOM
123.0 (CTAF) 0

ELEV 86

D

177° to RW18

81
TDZE 85

④

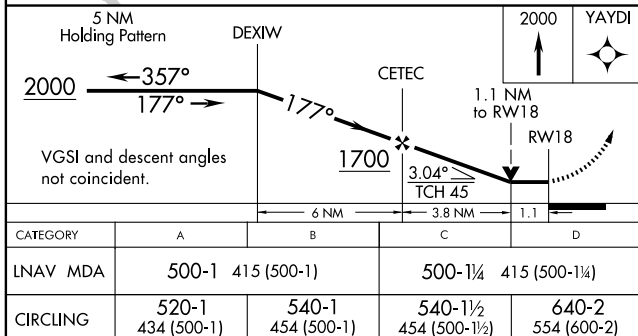
☆

5002 X 100

③

36

MIRL Rwy 18-36 0



TALLULAH, LOUISIANA

Amdt 2 08325

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

32°21'N-91°02'W

RNAV (GPS) RWY 18

WAAS
Chan **99700**
W36A

APP CRS
357°

Rwy Idg	5000
TDZE	86
Apt Elev	86

RNAV (GPS) RWY 36

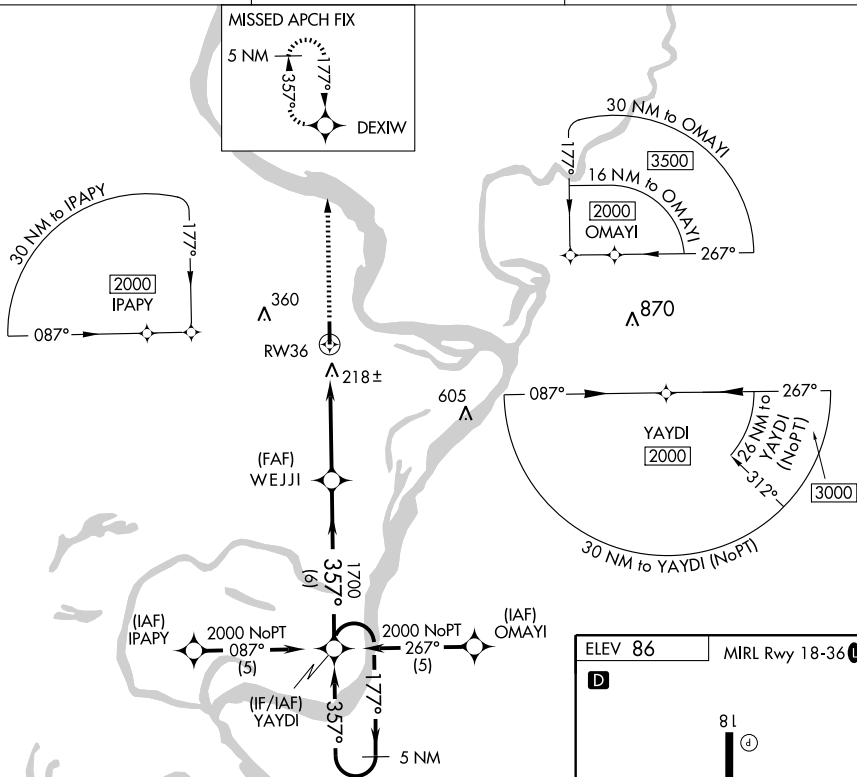
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

T DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

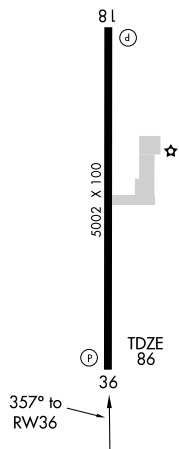
MISSED APPROACH: Climb to 2000
direct DEXIW and hold.

ASOS-3
118.525

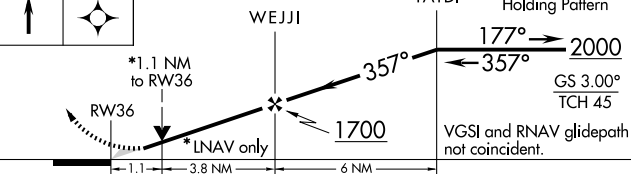
MEMPHIS CENTER
132.5 259.1

UNICOM
123.0 (CTAF) **L**

ELEV 86

MIRL Rwy 18-36 **L**

2000	DEXIW
	



CATEGORY	A	B	C	D
LPV DA	371-1 285 (300-1)			
LNAV/ DA VNAV	498-1½ 412 (500-1½)			
LNAV MDA	500-1	414 (500-1)	500-1¼	414 (500-1¼)
CIRCLING	520-1½ 434 (500-1½)	540-1½ 454 (500-1½)	640-2 554 (600-2)	

TALLULAH, LOUISIANA
Amdt 3 08325

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

32°21'N-91°02'W

RNAV (GPS) RWY 36

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010

TALLULAH/VICKSBURG, MS**VICKSBURG TALLULAH RGNL** (TVR) 9 E UTC-6(-5DT) N32°21.10' W91°01.66'

86 B S4 FUEL 100LL, JET A OX 1 TPA-1086(1000) NOTAM FILE TVR

RWY 18-36: H5002X100 (ASPH) S-60, D-75 MIRL

RWY 18: PAPI(P2L)—GA 3.33° TCH 29'. Trees.

RWY 36: PAPI(P2L)—GA 3.33° TCH 29'. P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 36: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

AIRPORT REMARKS: Attended 1300-0100Z†. For arpt attendant after hrs call Sun-Tue 318-267-1323, Wed-Sat 601-529-7148, alternate number 318-366-1615 or 318-574-1080. For fuel after hrs call 318-366-1615. PAEW on arpt. Migratory birds invof arpt. Crop dusting activity 2 NM radius of arpt. Pilots in tfc pattern are requested to avoid over flight of Mound, LA ½ mile south and east of Rwy 36. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (318) 574-4866.**COMMUNICATIONS:** CTAF/UNICOM 123.0

MEMPHIS CENTER APP/DEP CON 132.5

GCO 135.075 (DE RIDDER FSS)

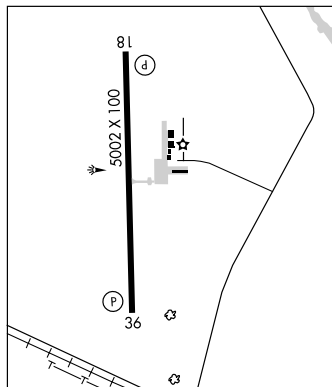
RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 253° 44.7 NM to fld. 360/5E.

SAVRY NDB (MHW/LOM) 344 TV N32°14.72' W91°01.55' 357° 6.4 NM to fld. NOTAM FILE DRI.

ILS 109.7 I-TV Rwy 36. LOM SAVRY NDB. LOC only.

**TENSAS PARISH** (See ST JOSEPH)**THACKERS** (See OIL CITY)**THE RED RIVER** (See COUSHATTA)**THIBODAUX MUNI** (L83) 3 S UTC-6(-5DT) N29°44.87' W90°49.97'

9 B S2 FUEL 100LL NOTAM FILE DRI

RWY 08-26: H2999X75 (ASPH) S-6 MIRL

RWY 08: Trees. RWY 26: Thld dspcd 90'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 26 thld dspcd for day ops only. Dspcd thld markings yellow. Rwy 08-26 ponding along rwy edges during wet conditions. MIRL Rwy 08-26 preset low ints, to increase ints ACTIVATE—CTAF.

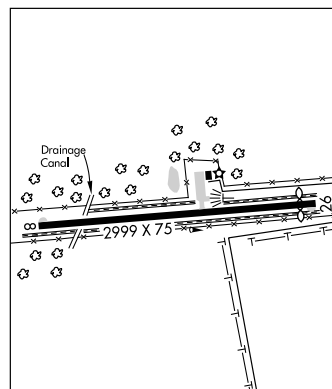
COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW ORLEANS APP/DEP CON 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86'

W90°49.75' 356° 5.0 NM to fld. 10/2E.

**TIBBY** N29°39.86' W90°49.75' NOTAM FILE DRI.

(L) VORTAC 112.0 TBD Chan 57 356° 5.0 NM to Thibodaux Muni. 10/2E.

TIBBY N29°39.86' W90°49.75'

RCO 122.1R 112.0T (DE RIDDER RADIO)

UNION PARISH (See FARMERVILLE)**VERMILLION** N28°34.56' W92°27.67'

RCO 122.6 (DE RIDDER RADIO) OTS indef.

MEMPHIS

H-6I, L-18F

IAP

NEW ORLEANS

L-21B, 22F, GOMC

IAP

NEW ORLEANS

H-7D, L-21B, 22F

NEW ORLEANS

L-21F

NEW ORLEANS

L-21F

VORTAC TBD 112.0 Chan 57	APP CRS 356°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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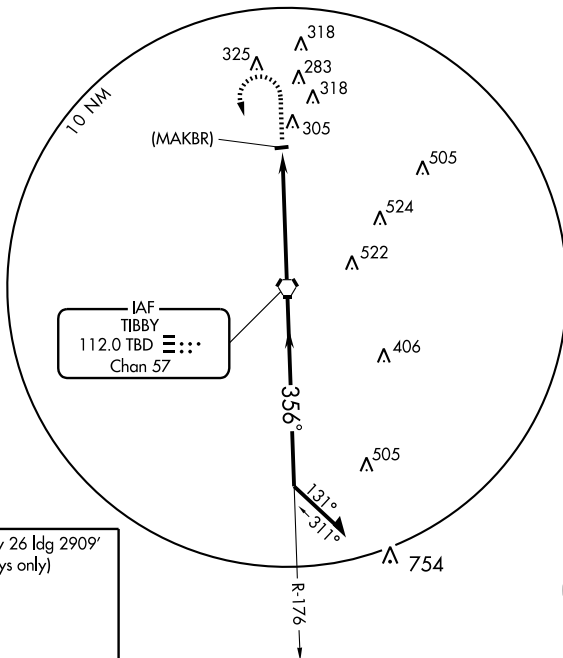
VOR or GPS-A
THIBODAUX MUNI (L83)

Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.
NA

MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

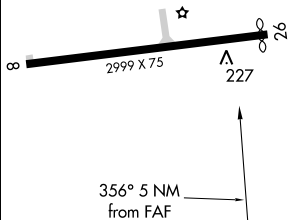
NEW ORLEANS APP CON
118.9 256.9

UNICOM
122.8 (CTAF) 0



ELEV **9**

Rwy 26 Idg 2909'
(days only)



MIRL Rwy 8-26 **0**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

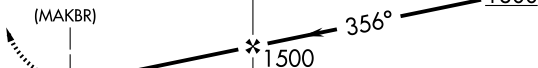
THIBODAUX, LOUISIANA
Amdt 1A 02332

1800	TBD 112.0
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(MAKBR)

VORTAC

Remain
within 10 NM



CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	NA
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 751 (800-1)	760-1 1/4 751 (800-1 1/4)	NA	NA

29°45'N-90°50'W

THIBODAUX MUNI (L83)
VOR or GPS-A

VERMILLION 26 VNP N29°28.00' W92°22.12'
AWOS-3 120.225

L-21B, 22E, GOMW

VICKSBURG TALLULAH RGNL (See TALLULAH/VICKSBURG)

VIDALIA

CONCORDIA PARISH (ØR4) 4 W UTC-6(-5DT) N31°33.72' W91°30.39'

HOUSTON
L-22F

54 B FUEL 100LL, MOGAS NOTAM FILE DRI
RWY 14-32: H3700X75 (ASPH) S-12 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 50'

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. 100LL avbl 24 hrs self svc with credit card. 400' twr 2 miles north of approach end of Rwy 14. MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 067° 54.2 NM to fld.
80/3E. HIWAS.

VIVIAN (3F4) 2 SW UTC-6(-5DT) N32°51.68' W94°00.61'

MEMPHIS
L-13D, 17E
IAP

260 B S4 NOTAM FILE DRI
RWY 09-27: H2998X75 (ASPH) S-12 MIRL 0.4% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.
RWY 27: Trees.

AIRPORT REMARKS: Attended Mon-Sat dawn-dusk. MIRL Rwy 09-27 and REIL Rwy 09 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

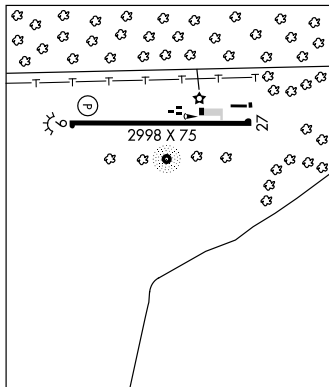
Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4
(0600-1200Z†)

GCO 135.075 (BARKSDALE APCH CTL and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'
W93°48.60' 291° 11.5 NM to fld. 190/7E.

NDB (MHW) 284 VIV N32°51.58' W94°00.61' at fld.
NOTAM FILE DRI. Unmonitored.



WELSH (6R1) 0 NW UTC-6(-5DT) N30°14.51' W92°49.76'

HOUSTON
L-21B, 22E, GOMW
IAP

18 B S4 FUEL 100LL NOTAM FILE DRI
RWY 07-25: H2700X50 (ASPH) S-6 MIRL
RWY 07: Trees. RWY 25: SAVASI(S2L)—GA 4.0° TCH 23'. Trees.
RWY 09-27: 2200X150 (TURF)
RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended irregularly. Jet A fuel available on emergency request only, call 318-734-2382.
Rwy 07-25 has some small cracks.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 060° 15.6 NM to fld. 20/7E.

WHITE LAKE N29°39.79' W92°22.42' NOTAM FILE DRI.

HOUSTON

(L) VORW/DME 110.4 LLA Chan 41 035° 24.0 NM to Abbeville

H-7D, L-21B, 22E, GOMC, GOMW

Chris Crusta Mem. 40/4E.

NDB RWY 9

VIVIAN (3F4)

NDB VIV 284	APP CRS 090°	Rwy Idg TDZE Apt Elev	2998 260 260
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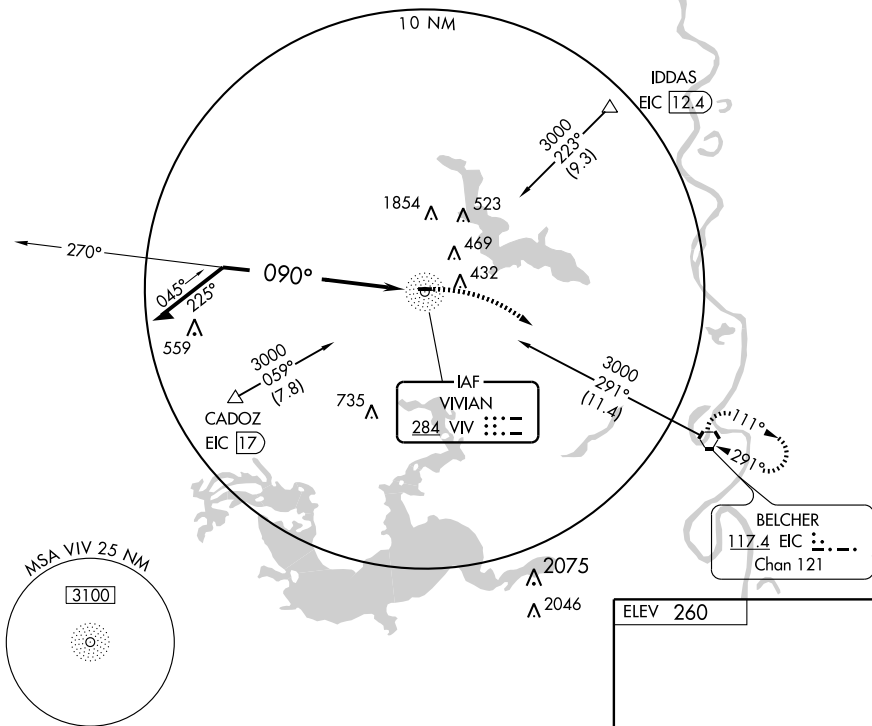
▼ Circling NA north of Rwy 9-27. Use Shreveport
Rgnl altimeter setting; when not received, use
Shreveport Downtown altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct EIC
VORTAC and hold.

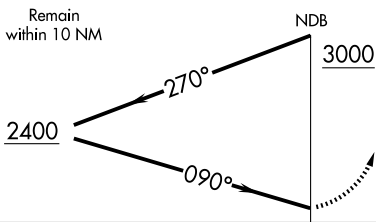
SHREVEPORT APP CON
119.9 335.55

UNICOM
122.8 (CTAF) 0

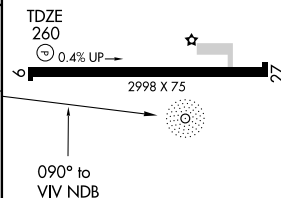
GCO
135.075



Remain
within 10 NM



3000
EIC
117.4



CATEGORY	A	B	C	D
S-9	980-1 720 (800-1)		980-2 720 (800-2)	NA
CIRCLING	980-1 720 (800-1)		980-2 720 (800-2)	NA

MIRL Rwy 9-27 **0**
REIL Rwy 9 **0**

APP CRS **088°**
 Rwy Idg **2998**
 TDZE **260**
 Apt Elev **260**

RNAV (GPS) RWY 9

VIVIAN (3F4)

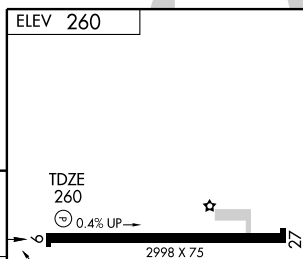
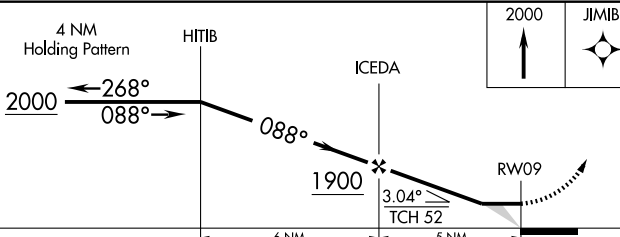
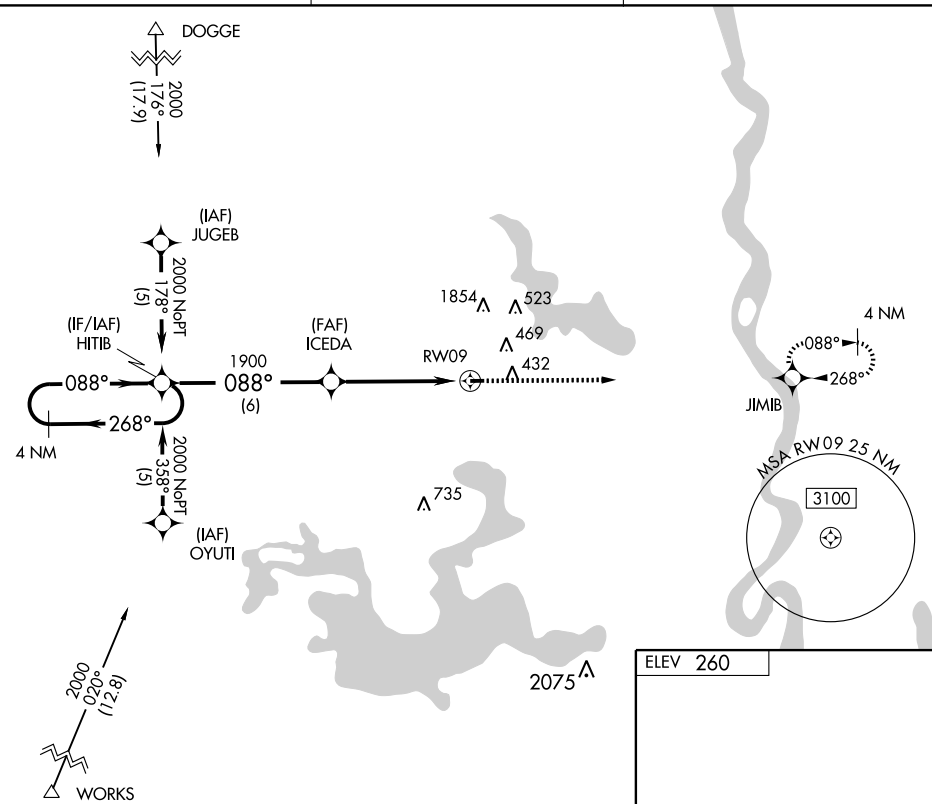
NA Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
 Use Shreveport Rgnl altimeter setting; when not received,
 use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON
119.9 335.55

UNICOM
122.8 (CTAF) 0

GCO
135.075



CATEGORY	A	B	C	D
LNNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 **0**
 REIL Rwy 9 **0**

APP CRS **268°**
Rwy Idg **2998**
TDZE **260**
Apt Elev **260**

RNAV (GPS) RWY 27

VIVIAN (3F4)

NA Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
Use Shreveport Rgnl altimeter setting; when not received,
use Shreveport Downtown altimeter setting.

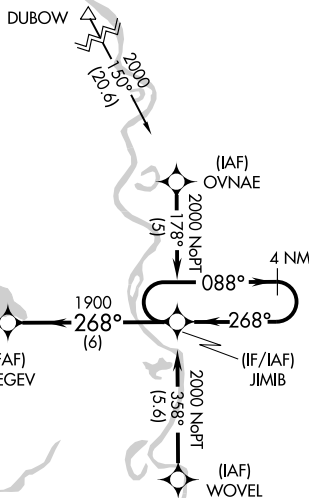
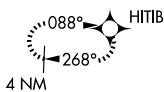
MISSED APPROACH: Climb to
2000 direct HITIB and hold.

SHREVEPORT APP CON
119.9 335.55

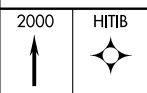
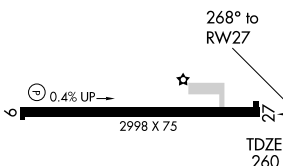
UNICOM
122.8 (CTAF) 0

GCO
135.075

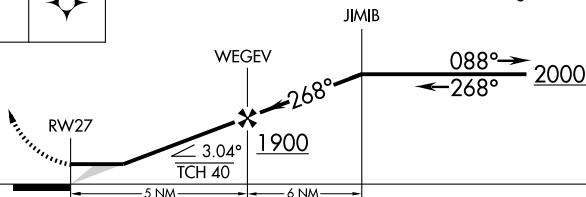
MISSED APCH FIX



ELEV 260



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 **0**

REIL Rwy 9 **0**

VIVIAN, LOUISIANA

Orig-A 09127

32°52'N-94°01'W

VIVIAN (3F4)

RNAV (GPS) RWY 27

VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy Idg TDZE Apt Elev	N/A N/A 260
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VOR/DME-A

VIVIAN (3F4)

▼ Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

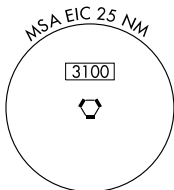
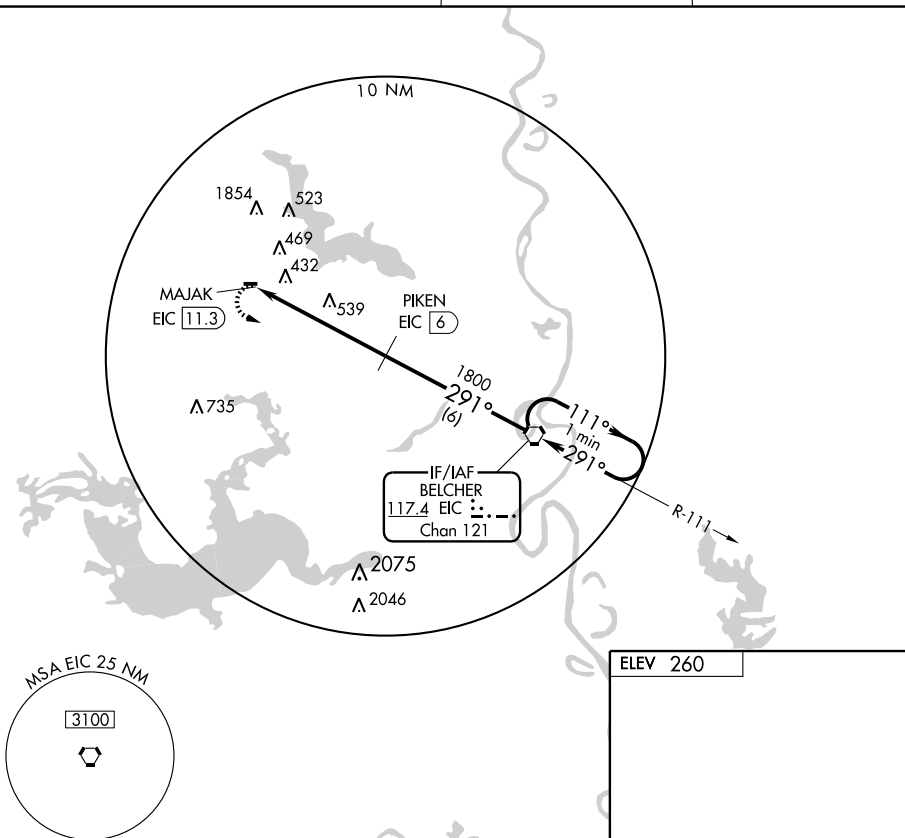
▲ NA

MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON
119.9 335.55

UNICOM
122.8 (CTAF) 0

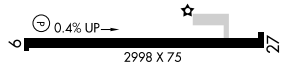
GCO
135.075



ELEV 260

3000
EIC
117.4

VORTAC One Minute Holding Pattern



MAJAK
EIC 11.3

PIKEN
EIC 6

111°
← 291° → 3000

1800

291° 5.3 NM
from FAF

CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$)	NA

MIRL Rwy 9-27 **0**
REIL Rwy 9 **0**

VERMILLION 26 VNP N29°28.00' W92°22.12'
AWOS-3 120.225

L-21B, 22E, GOMW

VICKSBURG TALLULAH RGNL (See TALLULAH/VICKSBURG)

VIDALIA

CONCORDIA PARISH (ØR4) 4 W UTC-6(-5DT) N31°33.72' W91°30.39'

HOUSTON
L-22F

54 B FUEL 100LL, MOGAS NOTAM FILE DRI
RWY 14-32: H3700X75 (ASPH) S-12 MIRL
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 50'

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. 100LL avbl 24 hrs self svc with credit card. 400' twr 2 miles north of approach end of Rwy 14. MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 067° 54.2 NM to fld.
80/3E. HIWAS.

VIVIAN (3F4) 2 SW UTC-6(-5DT) N32°51.68' W94°00.61'

MEMPHIS
L-13D, 17E
IAP

260 B S4 NOTAM FILE DRI
RWY 09-27: H2998X75 (ASPH) S-12 MIRL 0.4% up E
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Tree.
RWY 27: Trees.

AIRPORT REMARKS: Attended Mon-Sat dawn-dusk. MIRL Rwy 09-27 and REIL Rwy 09 preset low ints dusk-dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

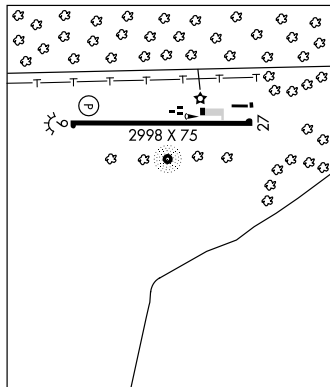
Ⓡ SHREVEPORT APP/DEP CON 119.9 (1200-0600Z†) 121.4
(0600-1200Z†)

GCO 135.075 (BARKSDALE APCH CTL and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE SHV.

BELCHER (H) VORTACW 117.4 EIC Chan 121 N32°46.28'
W93°48.60' 291° 11.5 NM to fld. 190/7E.

NDB (MHW) 284 VIV N32°51.58' W94°00.61' at fld.
NOTAM FILE DRI. Unmonitored.



WELSH (6R1) 0 NW UTC-6(-5DT) N30°14.51' W92°49.76'

HOUSTON
L-21B, 22E, GOMW
IAP

18 B S4 FUEL 100LL NOTAM FILE DRI
RWY 07-25: H2700X50 (ASPH) S-6 MIRL
RWY 07: Trees. RWY 25: SAVASI(S2L)—GA 4.0° TCH 23'. Trees.
RWY 09-27: 2200X150 (TURF)
RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Attended irregularly. Jet A fuel available on emergency request only, call 318-734-2382.
Rwy 07-25 has some small cracks.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ LAKE CHARLES APP/DEP CON 119.8 (1200-0400Z†)

Ⓡ HOUSTON CENTER APP/DEP CON 124.7 (0400-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LCH.

LAKE CHARLES (H) VORTACW 113.4 LCH Chan 81 N30°08.49' W93°06.33' 060° 15.6 NM to fld. 20/7E.

WHITE LAKE N29°39.79' W92°22.42' NOTAM FILE DRI.

HOUSTON

(L) VORW/DME 110.4 LLA Chan 41 035° 24.0 NM to Abbeville

H-7D, L-21B, 22E, GOMC, GOMW

Chris Crusta Mem. 40/4E.

VORTAC LCH 113.4 Chan 81	APP CRS 060°	Rwy Idg TDZE 18 Apt Elev 18	2700
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VOR/DME or GPS RWY 7

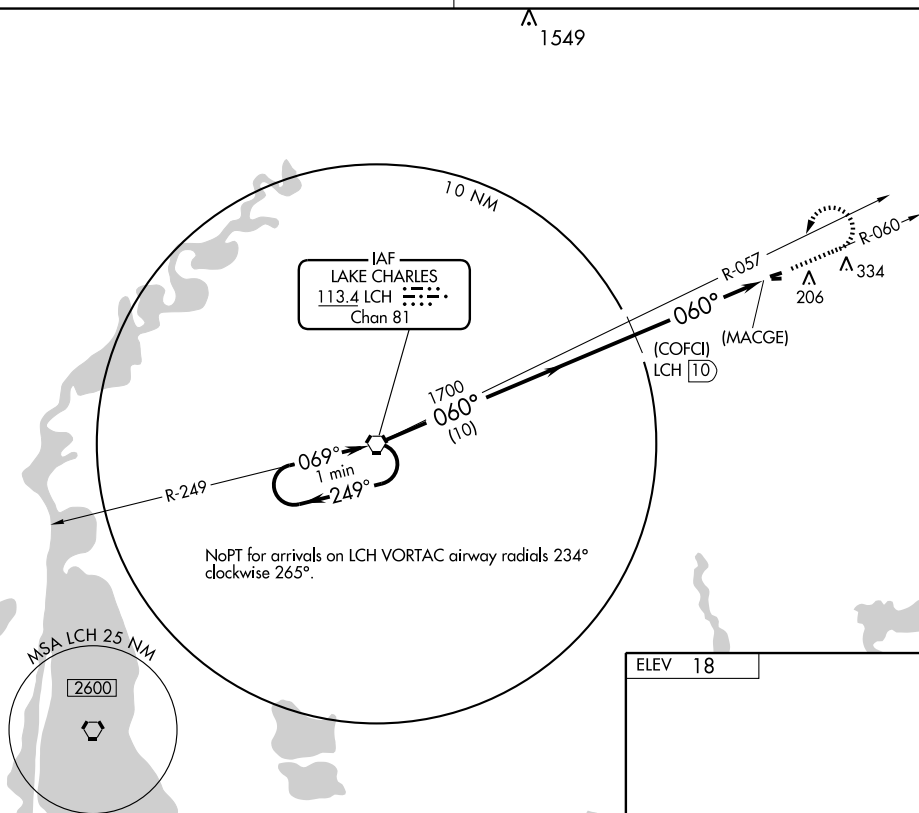
WELSH (6R1)

NA Use Lake Charles altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.

LAKE CHARLES APP CON ★
119.8 282.3

UNICOM
122.8 (CTAF)



One Minute
Holding Pattern

VORTAC

800 2000 LCH
↑ LCH R-057 113.4

2000 ← 249°
069° →

(COFCL) LCH 10 (MACGE) LCH 15
1700
2.92°
TCH 40

060° 5.3 NM
from FAF
2700 X 50
2200 X 150
25 27
TDZE 18

MIRL Rwy 7-25

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-7	440-1	422 (500-1)	NA		Min:Sec					
CIRCLING	600-1	582 (600-1)	NA							

WINNFIELD

DAVID G. JOYCE (ØR5) 3 NW UTC-6(-5DT) N31°57.82' W92°39.67'

146 B NOTAM FILE DRI

RWY 09-27: H3002X100 (ASPH) S-4 MIRL 0.9% up W

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 27: REIL. PAPI(P2L)—GA 3.45° TCH 62'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. Rwy 09 and Rwy 27 REIL OTS indef. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

® POLK APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

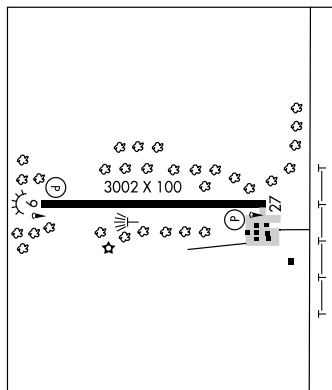
SAWMILL (H) VOR/DME 113.75 SWB Chan 84(Y) N31°58.39' W92°40.63' at fld. 164/2E.

WINNFIELD NDB (MHW) 402 IFJ N31°57.78' W92°39.43' at fld. NOTAM FILE DRI.

HOUSTON

L-22E

IAP



WINN PARISH MEDICAL CENTER HELIPORT (ØL6) 0 W UTC-6(-5DT) N31°55.39' W92°38.74' HOUSTON

140 B NOTAM FILE DRI

HELIPAD H1: H50X50 (CONC) Tree.

HELIPORT REMARKS: Attended continuously. Helipad H1 perimeter lgts.**COMMUNICATIONS:** CTAF 122.9

WINN PARISH MEDICAL CENTER HELIPORT (See WINNFIELD)

WINNSBORO MUNI (F89) 1 E UTC-6(-5DT) N32°09.18' W91°41.91'

76 B S2 FUEL 100LL NOTAM FILE DRI

RWY 18-36: H3000X75 (ASPH) S-11 MIRL

RWY 18: SAVASI(S2L)—GA 4.0° TCH 20'. Trees.

RWY 36: REIL. SAVASI(S2L)—GA 4.0° TCH 20'.

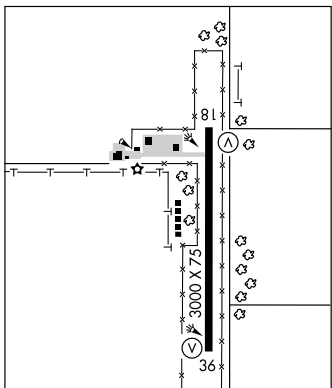
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Arpt attended Sat-Sun on call. Fuel avbl 24 hrs self serve with credit card. Heavy agricultural aircraft opr June-Oct. Rwy 18-36 trees W of rwy obstruct view of opr acft. Rwy 36 REIL OTS indef. Rotating bcn OTS indef. Rwy 36 SAVASI OTS indef. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLU.

MONROE (L) VORTACW 117.2 MLU Chan 119 N32°31.01' W92°02.16' 139° 27.7 NM to fld. 80/3E. HIWAS.

MEMPHIS

L-18F



WOODWORTH (1R4) 2 S UTC-6(-5DT) N31°07.58' W92°30.08'

140 B S4 NOTAM FILE DRI

RWY 01-19: H3100X75 (ASPH) S-12 MIRL

RWY 01: SAVASI(S2R)—GA 4.0° TCH 20'. Trees.

RWY 19: SAVASI(S2R)—GA 4.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z. Rwy 01-19 some cracks in pavement mostly filled with sealant.

SAVASI Rwy 01 and Rwy 19 OTS indef. Windsock lgts OTS indef. ACTIVATE MIRL Rwy 01-19—122.8.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AEX.

ALEXANDRIA (H) VORTACW 116.1 AEX Chan 108 N31°15.40' W92°30.06' 177° 7.8 NM to fld. 80/3E. HIWAS.

HOUSTON

L-21B, 22E

APP CRS **087°**
 Rwy Idg **3002**
 TDZE **146**
 Apt Elev **146**

RNAV (GPS) RWY 9
 WINNFELD/ DAVID G. JOYCE (ØR5)

NA DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

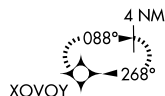
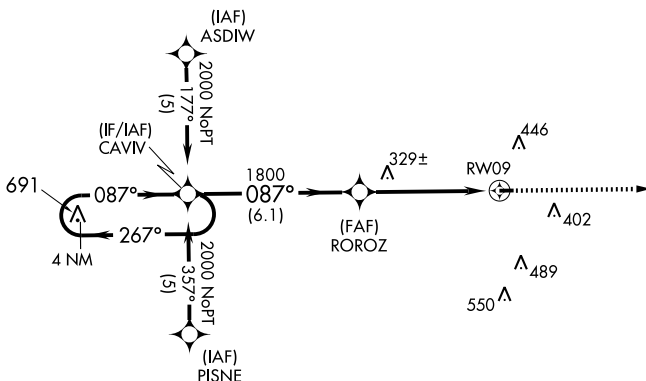
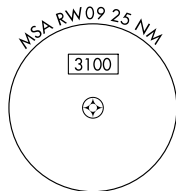
MISSED APPROACH: Climb to 2000 direct XVOVOY and hold.

POLK APP CON
125.4 302.2

UNICOM
122.7 (CTAF)



Procedure NA for arrival at JENNA via V94 Westbound.



ELEV **146**

4 NM
 Holding Pattern

2000
 267°
 087°

CAVIV

ROROZ

1800
 3.04°
 TCH 45

2000

XVOVOY

RW09

TDZE

146

3002 X 100

0.9% UP

087° to RW09

CATEGORY	A	B	C	D
RNAV MDA	680-1	534 (600-1)	NA	NA
CIRCLING	700-1	554 (600-1)	NA	NA

MIRL Rwy 9-27
 REIL Rws 9 and 27

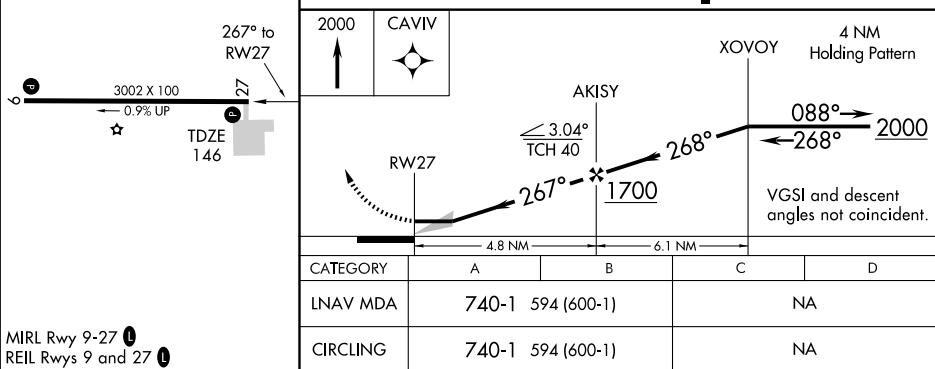
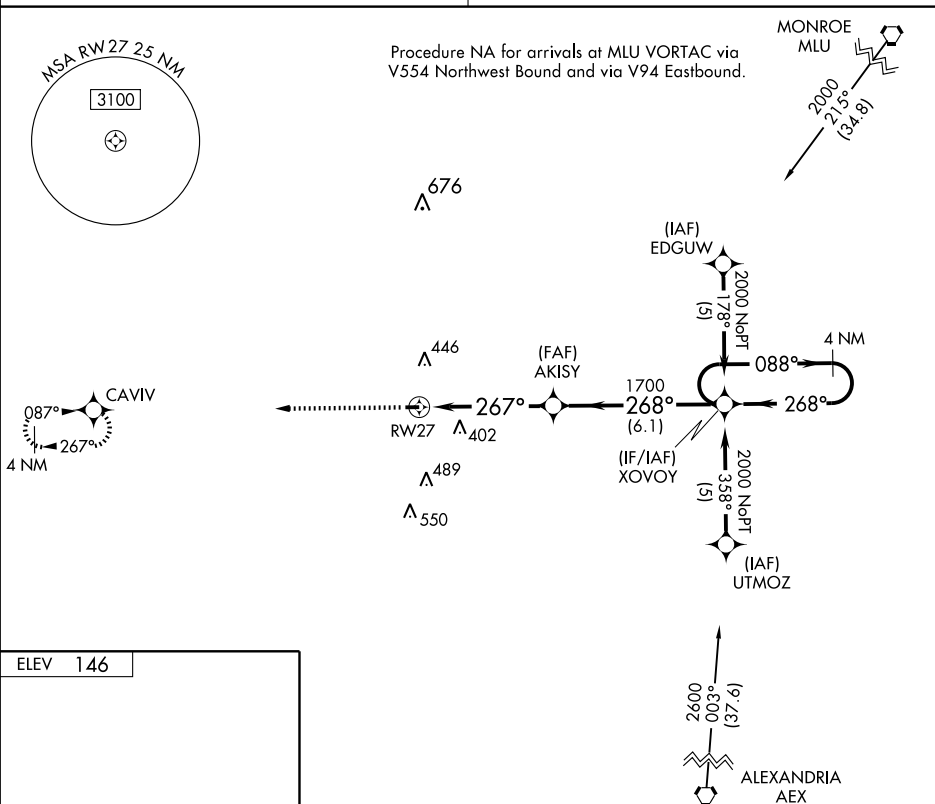
APP CRS	Rwy Idg	3002
267°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 27

T	DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter
A NA	setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON
125.4 302.2

UNICOM
122.7 (CTAF) **L**

WINNFELD, LOUISIANA
Orig 17DEC09

31° 58' N-92° 40' W

WINNFELD/ DAVID G. JOYCE (ØR5)
RNAV (GPS) RWY 27

SC-4, 23 SEP 2010 to 21 OCT 2010

SC-4. 23 SEP 2010 to 21 OCT 2010